

Manufacturers Record

Exponent of America



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Baltimore, Md.
APRIL 1, 1920

THE COUNTRY'S PROGRESS DEPENDS UPON THE SOUTH

The thrill of life stirs the South, its prosperity amazes its own people, its farmers are developing their crops to such an extent that cotton now yields only one-fifth of its farm output, its factories of every kind are crowded and many are running night and day to keep somewhere near the demand for their products, its oil industry which is spreading over a vast area is pouring forth a never-ending stream of wealth matching in value the world's gold output.

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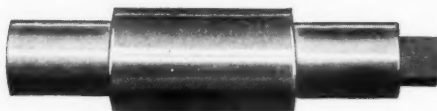
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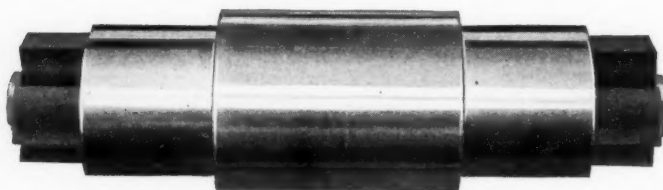
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Volume LXXVII.

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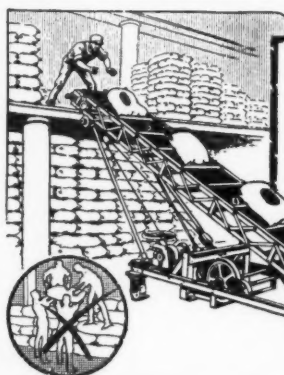


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GOOD FOR WM. J. BRYAN!

THE MANUFACTURERS RECORD does not always agree with Mr. William J. Bryan in his political views, though we do very fully agree with him on the prohibition question. Nevertheless, here is a position with which we fully agree, when, in discussing the League of Nations, Mr. Bryan said, as quoted by Harvey's Weekly:

"Why should we add to our responsibilities by undertaking to police Europe? Have we not quite enough to do to stand sponsor for the independence of our sister republics? Our nation is the dominant political influence in the Western Hemisphere; this is a fact which does not need to be asserted. But this nation does not covet its neighbors' lands or its neighbors' prosperity or anything else that is its neighbors'. The Latin-American republics are not only self-governing, but they recognize the foundation principles of republican institutions and they would assist the United States in repelling a trans-Atlantic foe. * * * If we adhere to the ideals of the past and to the traditions of our nation, we will seek to make the world better through the influence of high example. If we adhere to this policy, we LEAD the world and we should be satisfied with our primacy. If, on the other hand, we are to revolutionize our methods, we must be content to follow at the rear end of the European procession.

"We cannot take the lead if we join the European group, for leadership in that group requires the acceptance of the doctrine of conquest. We could at best be a poor second if we so changed our national policy as to become a part of a European police force. We would not be 'one of the finest' on parade day—we would limp along apologetically, with downcast eyes and blushing cheeks.

"No, the advocates of the European police force plan cannot silence opposition with an intellectual frown; they cannot dismiss their opponents with such epithets as 'pacifist' and 'non-resistant'—they must come out in the open and admit, first, that they are willing to repudiate the teachings of Washington; second, that they are ready to abandon the doctrine of Monroe; third, that they favor such an amendment of the Constitution as will transfer the power to declare war from Congress to the nations across the sea, and, fourth, that they are tired of being good and hungry for the excitement of the camp and the man hunt.

"Let the people understand the real purpose of the 'League to Enforce Peace,' and not even the prestige of the deluded scholars who have cast in their lot with it can save it from the execrations of an indignant public."

DEPARTMENT OF AGRICULTURE TARDILY CONFIRMS STATEMENT THAT COTTON HAS BEEN SOLD AT LESS THAN PRODUCTION COST.

FOR a year or more there has been an impression that the U. S. Department of Agriculture had compiled a report as to the actual cost of cotton production, but that some influence was sufficiently great to keep the facts from being given to the public.

Whether correct or not, there would seem to be some basis for the belief thus held, since the Department of Agriculture has just issued a report on the cost of cotton growing compiled for the crop of 1918. Had the facts which are now made public officially been known when they were compiled there would never have been any denunciation of Southern farmers for their efforts to secure a fair price for cotton during the last two years. As a matter of fact a very large part of the cotton crop of 1918 and 1919 was sold much below the figures which the Department of Agriculture officially gives as the actual cost of production in 1918. The cotton bear gamblers, the misinformed men like Randall N. Durfee, Governor Allen and others, some honestly misinformed, some selfishly misinformed, have been denouncing the South for the price of cotton when the National Government had in its possession the actual figures which proved that the cost of cotton production was below the selling price for a large part of the time during which the South has been thus so vigorously berated.

The question may very naturally and very properly be asked, Why were not these figures promptly given to the public a year and a half ago? Why were they held in abeyance and the cotton producers made to suffer a tremendous loss because they found it impossible to convince the public of the truth of their reports as to the cost of cotton production while the Government had the figures in its possession, but withheld them from the public until March 24, 1920, although they were gathered in the spring of 1919, or a year ago?

The Government figures are not entirely fair to the cotton growers, even as they stand. But based on the actual returns from 842 farms scattered over the South, from South Carolina to Texas, it was shown that the average cost on these farms was 28 cents per pound for lint cotton. But these farms gave a very much higher average yield than the net yield for the entire South. In this report the average yield of 842 farms selected is given at 227 pounds of lint cotton per acre, but as a matter of fact the average yield of the entire South in 1918 was only 155 $\frac{1}{10}$ pounds per acre. Where the yields were high the cost per pound was comparatively low, and where the yield was light cost was high, is the statement of the Department; but that is a fact which is so well known that it hardly needed publication.

The Department, basing its estimate on the return of these 842 farms, says: "The cost almost coincides with the price actually received for the crop in question, namely, about 29 cents." If the actual cost of production and the actual selling

price were practically the same, how is it possible for the Department of Agriculture to claim as it does that the cotton farmers had a prosperous year in 1918, when it admits that their cotton was sold at the cost of production? The 1918 crop was produced from material, contracted for 1917 and at the wages then prevailing. This was before the great advance in materials and labor, which made the crop of 1919 cost very much more than the crop of 1918. So great has been the increase in wages and materials that if we were to accept as correct the Department of Agriculture's estimate of 28 cents per pound as the cost of cotton production for 1918, the cost for this year will probably be at least 50 per cent higher, which would very nearly tally with the claims of many cotton authorities throughout the South, who have given far more study to the cost of production than has the Department of Agriculture. But it is at least some satisfaction, late in the day as it is, to know that the Department of Agriculture has admitted as much as it has now made public, to the effect that the cotton crop of 1918 cost as much as the price at which it was sold, not, of course, including the value of the seed. As a matter of fact the average cost of production that year must have very greatly exceeded the estimate of the Department, for the average yield on the farms selected was far greater than the average for the entire South.

BEWARE OF EASTERN TRUNK LINES.

SOUTHERN ports and Southern and Western shippers will have to be on their guard in order to maintain their rights as against the Eastern Trunk Lines. Writing to the MANUFACTURERS RECORD a correspondent who is watching the situation very carefully says:

"It is premature to say that the Eastern roads have abandoned their plan to kill the Southern ports. Quite the contrary. The fight has just begun. Indeed, it may be that under the new Transportation Act, with the forming of zones for rate purposes, a plane of rates may be established in Southern territory which will throw it out of all parity with the rates in congested territory. This is a possible 'nigger in the woodpile' which seems to have escaped notice. I do not know of anybody who has thought of it, but a study of the bill has presented the possibility of it to me, and I want to talk it over with some of the traffic experts."

If we are to judge the Eastern Trunk Lines by the past, and there is not much evidence that they have yet grown in wisdom, we need not anticipate that they will ever give up the chance of trying to dominate or to hog the whole foreign trade of the country so long as they see any possibility of capturing that trade at the expense of the West and the South. We are afraid that they have not learned wisdom enough to know that it will not require very many mistakes on their part to doom private ownership. For the next few years at least the railroad man who is not as wise as a serpent and as harmless as a dove better get out of the railroad business just as soon as he learns his shortcomings or else he will be a factor toward destroying the private ownership of railroads and that would indeed be a misfortune for the country.

TRADE INVASION.

"If the United States of America removes her shackles of protection and navigation laws," says Lord Leverhulme, "we shall no longer be safe from the American trade invasion. The Americans produce more per man than we do. They develop ideas more quickly than we do. The Safety First movement was really started in the United Kingdom, yet America has made such strides with it that we are now in second place."

Some of our navigation laws are obsolete, if they ever were timely, and they threaten to destroy the nation's vast investment in the merchant marine, but protection is in an entirely different category. We imagine, for instance, that if Great

Britain were "no longer safe from the American trade invasions" she would very quickly erect a protective barrier of some sort.

Protection gave America her industries, and her industries gave the Allies victory.

When the time comes that the standard of living is the same throughout the world, and other conditions are equal, the wisdom of opening the American market without restraint to all the world can be considered. But so long as German dye trusts can make ready for world conquest with profits from the exploitation of the American market, a wise statesmanship will protect the American dye industry against the machinations of the German and permit the country to spend its money in building up a chemical defense of its own. The dye industry is typical, in some respect, of others.

We are not yet ready to trade control of our own market for control of some other market elsewhere in the world.

COMMON SENSE APPLIED TO THE RAILROAD PROBLEM.

IN accordance with the resolution adopted at the recent meeting of the committees of the National Association of Owners of Railroad Securities, of which S. Davies Warfield of Baltimore is president, a letter has been mailed to the presidents and directors of Class 1 railroads calling attention to the recommendations made on that occasion and to the full recognition of the fact that private ownership and operation of the railroads are on trial, and it is a question of concern not alone to the railroads and the owners of their securities, but also to the general public and the shippers that the Transportation Act shall be successfully administered. The letter presents the recommendations as follows:

"(a) That we communicate with the directors of Class I railroads, suggesting that the board of each road name a director from its number to serve on a committee to be known as 'Committee of Railroad Directors.' This Committee of Directors to name a smaller committee, composed of not more than twenty directors. The committee of twenty to name a subcommittee of, say, seven. The members of these committees to be selected geographically. That there shall be referred to this committee the questions of policy, both public and legislative, with which the railroads will have to deal, also matters of legislative financial policy in respect to the railroads as a whole. The members of this committee should be composed of directors in touch with general business and financial conditions.

"(b) That the National Association of Owners of Railroad Securities will designate a committee to meet with the Committee of Directors and discuss matters properly before the two bodies so constituted. Action jointly taken to be binding on both."

This action by the National Association of Owners of Railroad Securities is part of its well-thought-out and definite plan looking to the restoration of the railroads in such a manner as will again establish their credit in the financial world, enable them to perform their full duty to the general public and all business interests involved, and at the same time meet the new issues that have arisen, dealing with them justly and satisfactorily as to all interests. The difficulties ahead are great, but the energetic course pursued by President Warfield and his associates in their strenuous efforts to preserve the railroads in the interest of the whole people has already gone far toward attainment of the solution sought. The letter requests expressions of opinions from each of the officers and directors addressed, and it is probable that there will result from it a most valuable gathering of views to facilitate the work before the committees. It is a good, common sense method of dealing with a very complicated problem, and the gentlemen who have originated and pushed the efforts on behalf of owners of railroad securities merit not only their thanks, but the thanks of the entire public.

The Open Challenge of Organized Labor to Control American Politics Will Be Met by the American People With the Universal Demand for the Open Shop

THE American Federation of Labor, claiming a membership of over 4,000,000, definitely and openly enters the political field for the express purpose of seeking to defeat for public office men who oppose its radical activities, and of helping to elect those who bow down and worship at the shrine of the Federation of Labor. A statement issued by Samuel Gompers, Frank Morrison and James O'Connell of the executive committee of the American Federation of Labor is being sent broadcast to all the labor unions of the country calling upon them to organize for political work, and the creed as announced is: "Support our friends, defeat our enemies." From this it would seem that the Federation of Labor cares nothing for the man who would be for the best interests of the country, but only for the man who would give organized labor everything.

While the Federation claims 4,000,000 membership, it must be remembered that a very large proportion of its members are aliens and cannot vote as citizens of the United States and who cannot read or speak the English language. These alien members, however, are to be used by the Federation for the purpose of influencing the politics of this country merely by threatening the public men with the power of 4,000,000 votes when the Federation cannot possibly show anything like so large a number of members having the right of a man citizen.

It is a downright shame that millions of aliens who have no political rights whatever in this country, who know nothing whatever of its civilization or its customs, can become members of labor unions and be used by radical union labor leaders as a club with which to try to beat out the brains of men who have the courage of their convictions to stand for what is right, regardless of the bludgeon of the cowardly labor leader.

No alien should be allowed to be a member of any organization which seeks to use its power to affect the political life of this country.

The individual citizen has a single vote, but the individual alien member of a labor union is massed with others for the purpose of being used as a club to shape politics, and his power is greater than that of the individual American citizen and voter.

We do not believe that Samuel Gompers and his crowd can control even the votes of citizens who are members of labor unions except to a very limited extent. In talking about 4,000,000 members Gompers must knock off as voters of the United States a very large proportion of the aggregate who are aliens and cannot vote as American citizens, but who do vote as union members; and thus having entered politics openly, the alien union voter is a power to be reckoned with from the viewpoint of an American citizen as to the safety of America. And the American people will fully recognize the fact that a very large proportion of the honest, intelligent American citizens who are members of labor unions will not

be led by the nose to the polls by the radical labor leaders of the American Federation of Labor or any other labor organization in which aliens have the power to vote. Hundreds of thousands of members of labor organizations are men of the highest integrity, Americans to the core, who recognize their responsibility to the nation's welfare to vote untrammelled by the dictates of labor agitators, backed by alien labor union voters.

Therefore, public men who have any honesty of conviction, any moral stamina, any manhood backbone, will spurn the threats of radical union labor leaders and will stand on a platform of independence for the best interests of the nation and dare the radical labor leaders to do their worst.

No one will seek to deny the right of men to unite in labor unions, but when organizations in this form seek to control the politics of the country for the benefit of their members, aliens and citizens alike, as against the welfare of the whole country they invite certain, well-deserved doom.

Wherever the question has been fought out to the bitter end of domination by labor unions, or the right of every man to work, the open-shop principle has been sustained. The public in every part of America is rallying to the open shop. In a letter to the MANUFACTURERS RECORD the Goodyear Tire & Rubber Co. gives as one of the important reasons why it is building at Los Angeles, Cal., a plant to cost \$13,000,000 the fact that Los Angeles is an open-shop town. This, it says, was one of the important contributing factors in its selection of that place. Other towns throughout the country, North, East, West and South, are taking up the open-shop campaign, stimulated thereto by the determined efforts of radical labor leaders to subvert the rights of free men and who would dominate the nation through labor organizations largely controlled by ignorant foreigners who have no place and should not be permitted to be in labor unions.

If the American Federation of Labor wants to force the fight, the American people will meet the issue. The open-shop principle is here to stay. Not all the powers of all the radical labor leaders of the country can stay the determination of the American people that every man shall have a right to work untrammelled by labor bosses, and that every employer shall have a right to employ whomsoever he pleases, whether they be members of the labor union or free men.

The labor union man has permitted the radicalism of his organizations to chain him to a slavery more galling than was the slavery of the black man. The teaching of the radical labor unions has been the teaching of death to liberty, individual and national, and to a large extent of murder of the independent man who is determined to work on his own responsibility and without labor union dictation.

The MANUFACTURERS RECORD is the friend of the laboring man. For years it has sought to bring about higher pay for the laboring men. It has rejoiced in the higher pay they are now receiving, and it has vigorously assailed any effort to

reduce labor's wages; but when labor undertakes to rule the land by the dominating power of massed organization under radical leaders, the time has come for the real honest-hearted, liberty-loving American people of this country to stand for the open-shop principle, for the right of every employer to employ whomsoever he pleases, and for the right of every employe to work for whomsoever he pleases, whether he be a member of a labor union or not.

THE STEEL CORPORATION'S ANNUAL REPORT

THE annual report of the United States Steel Corporation, just issued for the year 1919, exhibits the same conservatism in the corporation's management that has been shown by previous reports, but on account of new circumstances in a strikingly greater degree.

Mention is made of the Steel Corporation's policy of adhering still to the Industrial Board price schedule for steel products, which went into effect March 21, 1919. Practically all the independents advanced their prices above this level months ago. The report refers to this adherence to the old prices, when higher prices are obtainable, as being in pursuit of the same policy as the management has followed in the past, when "the necessities of consumers induce them to bid up the market."

A very important disclosure of the Steel Corporation management's views as to present economic conditions is furnished by one item of its bookkeeping, which indicates a belief that the present high prices and costs are not permanent, notwithstanding all the talk of reference to pre-war prices and conditions being in "a dead language." While some industrial companies are disposed to regard the properties they had at the beginning of the war as worth more money now, in dollars, because the value of the dollar has gone down, the Steel Corporation is unwilling even to charge to property account the full amount expended for improvements in 1919. There was \$87,091,515 of new construction in the year, but only \$48,793,661 of this was charged to property account, the difference of \$38,297,834 being deducted from the year's income before the earnings were reported. A part of this amount, the exact proportion not being stated, is deducted as representing the cost of converting facilities designed originally for producing war material into facilities suitable for producing peace materials, while the other portion is deducted from current income, instead of being regarded as an addition to the value of properties, by reason of the cost of construction being abnormal. This is done despite the fact that construction costs are undoubtedly higher now than they were during 1919 on an average. A similar policy was followed in 1918 and 1917, and the report says that during the three years "the aggregate amount absorbed in income and earnings for excess cost of construction outlays over the estimated pre-war period has been \$120,297,854." The Steel Corporation does not regard reference to pre-war conditions and prices as talking in "a dead language."

In the quarterly reports for 1917 and 1918 the amounts deducted from profits to determine earnings, as allowances for Federal income and excess profits taxes were stated. In the quarterly reports for 1919 no definite sums were mentioned, and thus it is an item of news in the annual report that the total allowance for 1919 taxes, to be paid in 1920, is \$52,000,000. That contrasts with \$274,277,835 allowed from the 1918 profits. The decrease is due partly to the reduced rates in the tax and partly to the reduced profits. Earnings, after

deductions for taxes and payment of subsidiary company bond interest, were \$199,350,680 in 1918 and \$143,589,063 in 1919. The tax for 1919 does not seem to be an enormous one to the Steel Corporation, nor would it be to consumers of steel if passed on to the consumers, as some manufacturers feel should be done, for the corporation's output of steel in the form in which sold was 11,997,935 tons, the tons used being chiefly the gross ton. Thus the tax was equivalent to only about \$4 a net ton. The more conservative independent producers are now asking prices three times \$4 a ton above the Steel Corporation's prices.

Despite the very conservative policies followed by the Steel Corporation in its accounting, and the relatively low rate of operating, the earnings found for the year were quite satisfactory, for after meeting all charges and paying the preferred and common dividends of 7 and 5 per cent, respectively, there was left a surplus of \$26,159,781. This was on an operation stated to have been at 74.5 per cent of capacity, a rate that is always considered in the steel trade as distinctly unsatisfactory and productive of high costs per ton. The corporation seems to understate its capacity, or at least to estimate its capacity on a very conservative basis, for with the production reported taken as 74.5 per cent of capacity, the capacity is 16,200,000 tons a year in steel products in the form in which sold to customers. In 1916, when the corporation had not made certain improvements, the actual output was 15,460,792 tons, or almost as much as the present estimated capacity. It seems probable that in the near future, as operating conditions become favorable, the corporation will be able to exceed its rated capacity.

SHEPPERSON'S COTTON BOOK.

"COTTON FACTS" for 1919, publication of which has been delayed because of the printers' strike, has been issued by the Shepperson Publishing Co., Cotton Exchange Building, New York City. This publication, now in its 44th year, is a compilation from official and other reliable sources of the crops, receipts, exports, stocks, home and foreign consumption, visible supply, prices and acreage of cotton in the United States and other countries. It contains cotton mill statistics of the United States, Europe, India and other countries; the reports of conditions of growing cotton crops, issued by the U. S. Agricultural Department and the cotton acreage and yield of each State and county in the South, and many other important statistics of the cotton industry.

Not only have all important statistical data contained in previous issues been brought up to date, but a number of new features have been added, among which are the following: Freight rates to Liverpool before, during and after the war; war risk insurance on cotton; causes of damage to cotton during the past few seasons; general cotton statistics of Great Britain since 1801; consumption of cotton in the U. S. by months for several years; detailed yield per acre in India; cotton cultivation in new fields; Sea Island and American Egyptian cotton acreage and cultivation; Fall River wages for a number of years.

Announcement is made that the younger daughters of the late Col. A. B. Shepperson, Miss M. J. Shepperson and Mrs. C. W. Shepperson-Bull, have purchased the entire control of the Shepperson Publishing Co., and will have associated with them as directors, M. V. King, Jas. F. Maury, Julian A. Acosta and George M. Shutt. The 1919 edition of Cotton Facts is edited by Carl Geller.

America Should Not Be Taught to Believe a Lie

REV. J. F. LOVE, D.D., of Richmond, Va., who, with other members of his denomination, has been investigating missionary opportunities in Central Europe, has, in a public address, vigorously criticized America for not entering the League of Nations. Dr. Love states that prior to going to Europe he was opposed to the League, but that his conclusion after studying the matter on the ground was that "America ought to join her Allies of the great war to end war in a league to preserve peace."

A little deeper study into the situation would, we think, have convinced Dr. Love that the League of Nations would have been provocative of war rather than of peace. Moreover, it would have given to such a heathen land as Japan and to countries which are not at all in harmony with our views as to democracy the right to vote as to what America should or should not do. It is impossible for us to understand how any intelligent, thoughtful American would be willing to see our country thus tied up in an unholy alliance with a heathen land and with monarchies, and with other nations whose thoughts are unlike our thoughts, and whose governments are unlike our Government, and who would seek to embroil us in every quarrel in every land on earth.

Dr. Love, we think, went very far astray in the view he expressed upon his return from Europe. In the course of his address he said:

"It is an amazing, incongruous fact, and makes irreconcilable history, that America should have given as freely, even lavishly, as she did in money and in blood to a war to end war, and then, after her heroes and patriots have furnished the blood and money and the war is ended, that party prejudice or a play for political advantage should restrain America from a foremost and honorable part in an international compact to guarantee that the blood and treasure which have been spent shall not have been spent in vain. Such a course, in the light of all facts and considerations, turns to naught the credit for highest idealism which we had gained and dims the splendor of the most unselfish valor that ever glorified a battlefield. For American statesmen—no, American politicians—to persist in foisting upon America a *laissez faire* policy in such a matter and as a sequel to the history which America has made in the last three years is behavior for which, sooner or later, the calm processes of reason and the enlightened judgment of the nation will call them to account. The attitude which has thus been assumed, and for which the whole nation has been chargeable in the eyes of the world, has already put America in a far less favorable light with every nation of Europe than she enjoyed before her citizenship had ever spent a dollar or given a life to help win the war. Better far that we had kept out of the war than to have gone into it and stay out of the League of Nations if we prize the good-will and would live in the confidence of other nations."

We are very much surprised that a man of Dr. Love's ability should have made so many mistakes as in the statement quoted. Had we kept out of war, as he suggests it would have been better for us to do than to stay out of the League of Nations, Europe would have been overrun and America would have been attacked without any help whatever from those who during the war were our Allies. Against a victorious Germany we would not have had the slightest chance to win. Admiral Sims himself recently stated that even with 10,000,000 soldiers and 30,000,000 tons of shipping, if these had been available, we could not have won against Germany if Germany had conquered Europe. It is a very narrow view, therefore, that permits such a statement as that of Dr. Love to be made.

But there is another point from which to criticize Dr. Love's position. He makes the serious blunder, which has been made so often by others and so often refuted, that we went into the war in a spirit of high "idealism" and with "unselfish valor." We did neither. Practically every American soldier who went into the war went into it because his own country had been attacked and because our own safety was the issue. A few Americans of unselfish valor and altruism early entered the

war by volunteering in the Allied armies and others longed from a sense of duty to be in the struggle before we declared war; but, broadly speaking, our nation as a whole did not enter the war from any other than purely selfish motives of protection to ourselves, for we were fighting for our own safety and life as a nation and for the safety of the women and children of this country.

It is impossible to conceive of any greater mistake on the part of supposed leaders of thought than to try to create the impression at home and abroad that we went into the war from unselfishness and from altruism. This is a deliberate insult to every man and woman in Great Britain, France, Belgium and Italy, for they know full well that selfishness ruled our nation for the first two years, and that this voiced itself in the re-election of President Wilson, wholly on the ground that "he kept us out of war." So selfish were we, so self-centered were we, so anxious to avoid assuming the responsibility which justly fell to our lot, that millions of American people, perhaps Dr. Love himself, voted for President Wilson mainly on the ground that he kept us out of war. This nation recorded before high Heaven its approval of the policy which kept us out of war, and before high Heaven it thus recorded the fact that selfishness dominated at that time the spirit of a majority of its people. But, thank God! there were still some people who did not bow the knee to Baal; some people who believed that God had called this nation to answer the question on which side it would stand for all time to come, whether on the side of the Lord fighting the battle of civilization or whether on the side of Germany, the greatest criminal of the world. These men unceasingly fought to awaken this country to this tremendous issue. Their cry went throughout the land, echoed and reechoed in what were almost the dying words of the great Choate, when, calling to America in the name of civilization, he said: "For God's sake, hurry up!"

But even these men could not awaken this country to its duty and could not make it accept "unselfishness" and "altruism" as a justification for entering the war. As a nation led by President Wilson, we preferred peace, with the abounding prosperity which we were reaping, as the life-blood of millions of Europe shed in our defense—because it was shed in the defense of civilization—fertilized our prosperity. When, however, the crisis became so acute that it was seen that unless we entered the war we would in all human probability have to fight Germany alone; when it was fully realized that we could not successfully meet a victorious Germany; when we realized that if England's fleet be destroyed ours would be worthless, and that if England were conquered America certainly would be doomed, and when we saw that Germany was sinking our ships and murdering our people, we then entered the war, but not till then, and we entered it for the selfish reasons of self-preservation.

Any man, whether he be preacher or teacher, who tries to convey the impression that we entered the war for unselfish or altruistic reasons and with the "highest idealism" is teaching a doctrine that is without a shadow of foundation in fact.

And so might all the questions raised by Dr. Love be answered with unanswerable facts. But though we count Dr. Love as a warm personal friend, we are compelled to say that his whole address is as unsafe and unsound as his statements which we have answered.

The Pharisee upon whose soul was branded "Hypocrite" with the burning iron of Christ's hot indignation did not more fully merit the condemnation of the Lord and Master than does this nation whenever it tries to stand before the world and, rolling its eyes to high Heaven, say, "We thank Thee, Lord, that we are not as other nations," for the Lord God Almighty knoweth full well that for two long years, when the greatest criminal

nality in the world's history was sweeping over Europe, we held our peace. He knows that as a nation we were taught to be neutral even in thought in the face of unprecedented immorality. He knows that from one end of this land to the other, in pulpit and in press, men professing to stand for the truth did all in their power to elect a President because he had "kept us out of war," thus indelibly stamping upon the history of our nation that it was not moved by altruism, but that unto the last possible degree we gloried in the privilege of keeping out of a war against immorality while millions of lives and billions of treasure were being spent by other nations to stem the hordes of barbarism and assassins of right, whose every gun was fired at the heart of America as truly as it was fired at Paris, at Ghent and at Louvain and wherever the accursed work of Germany could send death and destruction. It ill becomes us to claim altruism, for in doing so we are teaching a false doctrine to our own people, we are inculcating a lie into American life, and we are justly causing the hatred of other countries who know that the claim of altruism is wholly without foundation.

Lamentable beyond words is it that any minister of the Gospel should make so grave a mistake as, to the extent of his influence, to teach the American people a doctrine so false and so subversive of their moral stamina as this, for the individual hypocrite will never reform so long as he is made to believe that his hypocrisy is in reality altruism, and what is true of the individual is true of the nation.

LABOR, EMPLOYERS, CAPITAL AND MATERIALS FROM DIFFERENT ANGLES.

M. T. Judge,
General Contractor.

Mobile, Ala., March 18, 1920.

Editor Manufacturers Record:

I have your favor of recent date. I beg to advise you that I will not renew my subscription to your publication for the reason that I am thinking of going out of the contracting business, on account of the outrageous increase in price of material, and which is still increasing at such a rate that no one can tell the prices thirty days ahead.

The cost of labor doesn't bother me at all. I can figure with reasonable surety on what I have to pay labor a year ahead.

And while I am on the subject of labor I want to state that I don't think you are fair to it. During the past twelve months, in every copy of the MANUFACTURERS RECORD that I have received, I find a bitter tirade against organized labor, either through editorials or letters from different sources, some of which carried statements so palpably untrue that I have more than once been on the point of protesting, but refrained, as I thought the protest should come from an officer of some union but, as up to date I haven't seen such protest, I have come to the conclusion that either your publication is not extensively read by the parties in question, or, if they have protested, you did not publish it.

I have been a fairly good student of political economy for the last thirty years, and have applied the Golden Rule in my search for light, and have studied both sides of every question, so I think I can arrive at a fair verdict and without prejudice.

You, Mr. Editor, don't seem to have studied but one side—that of the manufacturer or capitalist. Surely, labor is not as bad as you paint it. It must have some good points. You liken it to Bolshevism or Anarchism, when the truth of the matter is that they have no worse enemy than organized labor. Were it not for the check kept on them by organized labor in this country, Russia would be a peaceful community compared with ours.

I am a veteran of the war between the States; on the losing side, too. Prior to that period a man worth \$100,000 was a rich man, but the chance for robbery during those four years was so great that men worth nothing at the beginning of the struggle were millionaires at the end. The same condition prevailed during the short struggle with Spain. Now, after the gigantic struggle just past, the leeches had a glorious harvest. A man who cannot count his millions by the hundred is nobody. And the end is not yet. The Government is still paying tribute to corporate greed. Ships are still being built at cost plus, and a premium is put on incompetence and laziness. Workers who will or would do a fair day's work are not wanted. Men are

hired not for ability to work, but for their skill in dodging the Government inspector. The percentage is what the profiteers want.

The cost of living—actual necessities—in this city has increased 170 per cent, while I defy anyone to prove that the average increase of labor is more than 80 per cent. Of course, some trades or some laborers received more, but the general average is about the above figure. In September, 1914, I bought flour at \$5 per barrel; now it is \$16. I bought sugar for less than 3½ cents per pound; am paying 20 cents now. I bought ham at 12 cents; now it is 46 cents. I bought breakfast bacon at 19 cents; now it is 58 cents. I bought fresh meat at 16 cents; now it is 37 cents. Condensed milk at 8 cents per can; now 23 cents, and so on down the line. These prices are Mobile prices. Last October I spent some time in Philadelphia and a few days in your city. The prices there are a little less. Cotton goods have soared the most—at least 400 per cent.

In retiring from contracting, on account of prices, I have had quoted today \$110 per thousand lumber for same grade I paid \$44 one year ago. Last month common brick was quoted at \$27 per thousand. Is it, therefore, any wonder that labor asks for something in keeping with those prices?

Last May Mobile had one of the worst fires in the history of our city. Two hundred and nine houses were destroyed, only twenty-one of which have been rebuilt. People just can't build. Material is too high.

Don't class me as a Bolshevik or Anarchist, for I despise all such cattle and would deport them all if I could. Tote fair, Mr. Editor! Try to see both sides of the question. If you see reason to condemn the activities of the profiteers, give that condemnation the same measure of publicity that you would give to labor.

M. T. JUDGE.

Mr. Judge must have read the MANUFACTURERS RECORD from a one-sided point of view, for certainly we have made no "bitter tirade," such as he mentions, against labor. The policy of the MANUFACTURERS RECORD has for years been in favor of high wages for labor. It has repeatedly said that any man who sought to break down wages would to the utmost of his extent help to create a spirit of unrest and Bolshevism because laboring men are entitled to high wages. Never until the last two years have they received wages adequate in comparison with the profit made by the business interests of the country, or rather with the value of their services. Formerly it was impossible for the laboring man to give to his family the comforts of home and education to which they were entitled. We have rejoiced in these higher wages and we have warned employers that it would be unjust, uneconomical and unwise from every point of view to seek to break down wages. We believe that the wage earner and the farmer are entitled to the higher profits which they have been making during the last two years, and never until this period have they been adequately recompensed for their work.

On the other hand, we have with equal earnestness assailed the radical labor leaders who have sought to create distrust and to sow the seeds of class hatred and to prevent independent labor men from working. We believe in the unquestioned right of labor men to organize, but we equally believe in the unquestionable right of labor men not to organize. The labor union which seeks to maltreat and at times to murder the non-union man who is willing to work is guilty of murder at heart and often of murder in act. Every man has an absolute right as a free man to be independent of labor unions and to be untrammelled in his right to work just exactly as every man has a right to be a member of a labor union if he so desires, but his right to be a member of a labor union does not give him right to interfere with the rights of other men.

Mr. Judge, therefore, is quite incorrect in his position that the MANUFACTURERS RECORD speaks for capitalists and not for labor. The MANUFACTURERS RECORD, on the contrary, has constantly fought for labor and against the views of some capitalists. It has said that if labor unions would put a premium upon efficiency and honesty of character and of work they could prove themselves of immense value to mankind generally. But as we criticize radicalism in labor unions we with equal earnestness criticize radicalism on the part of capital, and both sides are often guilty.

In regard to the cost of living, there are certain things which Mr. Judge ignores, as do a very large number of other people. There is no doubt of the fact that there is much profiteering and that many concerns are making undue profit, but the Government is responsible for having created this spirit by encouraging large profits in order to secure large income from taxation. It was a part of the Government's scheme to encourage the biggest profits possible and then take the bulk of the profit under the income tax law. It encouraged this profiteering on the part of the business men as well as on the part of labor.

There is, however, another point which must be taken into consideration, but which is constantly overlooked. The cost of foodstuffs is to some extent based on a world shortage of food, just as many other things are short, due to a world war. For five years the world was using its utmost power to destroy everything which it had through the centuries been accumulating. It is not possible to fill up this vacuum in a short period of time. We should also remember that practically the whole world is on a basis of inflation, and this alone would cause an enormous increase in prices in every part of the world, and no power on earth could prevent this effect. If all the jails and penitentiaries in the land were filled with men who may have profited, prices would still keep high, and to some extent this is a blessing, since a collapse of prices would mean an enormous increase in the burden of debt which the world is carrying. This debt was incurred under high prices. It cannot be repaid except under high prices without tremendously increasing the strain upon the working power of the world.

All of these positions have been stated so clearly by the MANUFACTURERS RECORD over and over again that we do not know how a sensible man, like Mr. Judge seems to be, should so thoroughly misunderstand the MANUFACTURERS RECORD.

Mr. Judge refers to the fact that the dwellings burned in Mobile have not been rebuilt on account of the high cost of material. Possibly the inactivity in rebuilding of these dwellings may be due to the lack of foresight and judgment on the part of Mobile people who unwisely thought that building materials would decline, when for two years there has not been the slightest excuse whatever for any lessened price of building work. Within the last few months lumber has jumped to extraordinarily high figures, and we hope that it may not continue as high as it is. It is too high. But there is such an eager demand for lumber at high prices that the lumber mills have no difficulty in selling every foot of lumber which they can cut. During the last two years, Baltimore, almost as conservative in many respects as Mobile, has been doing the greatest amount of building in its history. For a time some of its contractors and its moneyed interests hesitated about building work at the high prices prevailing, but later on a number of the leaders in great building operations came to the conclusion that it was wise to go ahead. More than a year ago one man began the construction of 2400 dwellings, planning to spend in the aggregate about \$10,000,000. Another concern has within the last few weeks perfected its plans for a dwelling development scheme which will also involve about \$10,000,000. The whole city is literally a throbbing center of building activity. Dwellings are going up by the thousand. Apartments, small and great, are under construction by the dozen and enormous manufacturing plants are being built. Thus Baltimore, remarkably conservative as it was for many years, is showing its faith in the importance of building now without waiting for any decline in wages or materials.

Every business man and every community which during the last two years hesitated as to construction work on account of high wages and materials is paying the penalty and has made a blunder which should easily have been foreseen by every intelligent man capable of doing business.

WANTS ADVERTISING MEN TO CREATE PUBLIC SENTIMENT FOR HIGHER PAY FOR TEACHERS.

IN a recent issue of Printer's Ink, Mr. J. G. Berrien of The Berrien Company of New York writes:

"Won't you put the weight of your influence behind the idea of getting advertisers—magazine, newspaper, street car, poster, to further the idea of better pay for teachers?"

"We have seen in the last year endowment campaigns by a dozen colleges. Important and vital as these are, it seems to me that there is a great waste through lack of centralized effort. Let each college continue its drive among alumni and friends, but broaden the base.

"This is not a problem of a few colleges. It is a problem of every college and non-college citizen. It seems to me there should be a national organization and clearing-house on university needs and achievements—one that would pay its way with the public through some organ that made available to society and industry the work of the colleges.

"An even more pressing problem, however, is the question of payment of teachers in the preparatory schools. If advertisers would devote an inch or two—or a streamer of space—to waking America up on the desperate situation, we would soon be able to face our children with reasonable complacency.

"Suppose that in May or June every advertisement that appeared anywhere said: 'Underpaid teachers mean undertaught children,' wouldn't America be awakened? Then the next month, and the next, let advertisers say everywhere: 'To raise the standards of teaching, pay teachers at least a living standard,' and 'The discount you put on teachers' salaries is the discount at which you mark your child's future.' Could it take more than a few months to start such a movement as would restore dignity and do justice to teaching? With the do-nothing agitation now going on respectable people will refuse to go into teaching and the evil will simply be aggravated. I have faith enough in advertising to believe it could do everything needed."

It was demonstrated during the war in this country and abroad that well-managed, broad advertising can accomplish almost anything which is within human power. It was advertising of this kind which sold our Liberty bonds and which raised England's volunteer army of millions of men. It was advertising which stimulated the business interests of the country after the armistice when many people were hesitating and halting for fear we would have a period of long depression, but under the advice of the United States Government the entire country turned to a comprehensive system of advertising such as had never been seen before among business men, with the result of widespread optimism and the creation of almost limitless prosperity. Similar advertising can produce similar results in business and in other things.

There is no greater need before the country than the adequate pay of teachers. They mold the lives of the children of the nation. Their pay is so beggarly small that tens of thousands of them are leaving the schoolroom for better pay in other occupations. Moreover, it is well-nigh impossible to expect that the teachers shall do the ablest and highest work when they feel that they are being ground down by people who are unwilling to see their taxes slightly increased in order that those who shape the destiny of their children shall have a decent living wage.

Throughout the entire country there should be awakened a spirit of willingness to see that the teachers are adequately recompensed. If we do not do this, the future of this country will be in danger, for the children who are today being taught in the schools of the land will, within the next fifteen or twenty years, rule this country, and if they are wrongly taught, if Bolshevism is permitted to get possession of them, or if their teachers are not inspired with deep patriotism and are not so recompensed in pay as to make them feel that they can concentrate their lives upon this work, then the scholars will be wronged by false teaching and the nation will have but little chance from the dangers of Bolshevistic teaching.

Not Dye Industry, But America Is to Be Protected

FOR almost a year the Longworth bill, a measure devised to keep the dye industry alive in America, has been before Congress. After exhaustive hearings, the measure passed the House by an overwhelming majority. By tradition the Republicans had been committed to it, and the Democrats had been summoned to its support by the President himself.

Exhaustive hearings were again held by the Senate Finance Committee when the bill came before it. The most abundant opportunities were given opponents as well as advocates of the measure to present their views. Nor is it beside the mark to say that some of the former wore a disguise so thin that the pro-Germanism of it stuck out all over them. After these elaborate hearings, an amended bill was favorably reported to the Senate. By invoking the technicality of procedure, a few Senators were able to prevent consideration of the measure and it went over.

Since then the American Protective Tariff League, voicing the sentiments of some powerful textile interests, has begun an active propaganda against the bill. Senator Moses has offered what amounts to a substitute for the pending measure. He and a little group about him have decided to rip the whole program wide open and encase the American dye industry in an armor so pervious that the German interests attacking it will laugh at the ease with which it can be destroyed.

Were the issue merely one of saving a great industry for the greater glory and prosperity of the nation the present status would be intolerable, but when what is at stake is the very life of the nation, the vocabulary lacks sufficient force properly to characterize the extraordinary efforts which are being made to defeat the proposed legislation.

Lloyd George has publicly stated in Parliament that in the evening of the war the Allies were about to launch such thunderbolts of destruction as would have staggered the mentality of the world. What were they? It is sufficient to say that they were chemical in origin. The next great war—and who can say there will not be another?—will be a chemical war, a war won in the laboratories. Not generals, but chemists, will decide the destinies of the world.

Perhaps the Government could organize a staff of chemists. It might, by the expenditure of millions annually, keep alive a fairly alert organization in the chemical field, although to none of the personnel would there be that incentive to accomplishment which profit invariably presents. But what is asked is not that the Government spend its millions for such a purpose, but that it permit private enterprise, without any expense to the Government, to retain and extend its resources. Private enterprise wants for a reasonable time to be given the sort of protection against Hunnism in trade that France and civilization found it necessary to erect against Hunnism in war. That is the kind of protection the Senate bill would give, imperfect though it is, but the kind of protection the Moses group would give would be but the shadow of reality. Anti-dumping bills in the main have proved to be sweet morsels for the gullible, but it is not recorded that they ever prevented unscrupulous traders from pushing to success their various pursuits. And a mere tariff would be no barrier at all to the German dye trust. It has enough goods on hand to break the American market—goods manufactured with slave labor, goods made, to an extent, by prisoners of war.

Why all this concern for the devilish agents of ruin who but yesterday bestrode an almost prostrate world? Why this solicitude to have American dollars flow into a new Hun war chest, week by week, paying for the Hun chemical organization that will await but the favorable moment to launch itself like a thunderbolt against civilization? Into what parlous times have we drifted that a German industry can find protectors in the Senate of the United States and an American industry be stricken down to subsidize its rival? It is the

very acme of stupidity to be appropriating millions, even billions, for an army and navy and refuse at the same time to provide for the essential protection of the nation by the simple device of erecting an absolute barrier against a conscienceless, depraved and utterly merciless dye combination in Germany.

It is merely incidental to point out that already American dye chemists have drawn from coal synthetic medicines of superior value, or that they are on the eve of other discoveries even more momentous. It is enough to know that the industry is essential to the nation in war. It is enough to know that America must have a great chemical personnel and can get it only through a flourishing dye industry.

The President has stated the case in its bare outlines. The Alien Property Custodians—both of them—have stated it. Expert after expert has stated it. The whole imagery of sophistry which has appeared against the bill has broken down under pressure, and yet, though devoid of logical argument, there is a group intent on the emasculation of the measure. We do not question their patriotism, but their mental processes amaze us. They seem to think in curves, not straight lines, and their thinking brings them always back to what was the case before the war—Germany supreme in dyes and chemistry.

The Senate has a chance to prove its patriotism, its common sense, its devotion to the best interest of the country, by voting promptly one way or the other on the present bill. Let the gentlemen stand up and be counted. The country wants to know whether its safety or the safety of the German dye trust is of the greater importance in Washington.

GREAT THRIFT IN LOUISIANA.

AS additional evidence of the widespread thrift in the United States, revealed by an article in the MANUFACTURERS RECORD last week, some data just received from the State Banking Department of Louisiana is exceedingly interesting. On December 31, 1919, savings deposits there reached a total of \$54,174,702.86, an increase of \$15,787,930.34 during the year, or something more than 40 per cent as compared with the total savings deposits on December 31, 1918. As compared with December 31, 1917, the increase during the two years was more than 65 per cent, for the total then was only \$32,813,431.25.

Other deposits, which include time certificates as well as checking accounts, show for the year 1919 a total of \$257,982,659.91, which is an increase of \$98,072,846.98 as compared with the end of the previous year.

"This," remarks L. E. Thomas, Examiner of State Banks, "shows that there has been a tremendous increase in deposits in this State during the past two years. We have not had a single bank failure during that time and, generally speaking, the banks are enjoying a wonderful era of prosperity in Louisiana.

"I would also state that the building and loan, or home-stand associations, show the following increases in resources for the years 1918 and 1919. For the year 1918 the totals were \$27,586,719.22, and for the year 1919 the totals were \$34,514,330.60. This is a net gain of \$6,927,611.28.

"This increase of investment has gone into loans to erect homes, because the building associations in this State largely confine their operations to the building of homes for their stockholders.

"We have had larger gains in the past two years, both in banking resources and in building and loan associations, than have ever before been experienced in the history of Louisiana."

The Abandonment of American Citizens Abroad

IT is pertinent to ask what would be the state of England today had the British Government habitually repudiated its subjects as soon as they set foot upon foreign soils. The British Empire has been built upon world-wide commercial and industrial enterprise. The Union Jack has followed the wandering sons of Albion to the remotest corners of the globe, and its folds have always protected them. Invasion of the rights of an Englishman has ever been the signal for prompt retributive action by British diplomatic and naval officers. Except for this England would have been no more than a weak State like Holland, whose political existence depends upon a balance of mutual jealousies between surrounding Powers; her population could not have grown, because she could not have found an outlet for her manufactures. It is not merely by means of ships that foreign trade is promoted, nor merely by producing a surplus that the goods of one nation command a market in others. Trade comes through intimate personal contact, through close industrial and financial co-operation. It is the expatriated Englishman, living in foreign lands, investing his money in banking institutions, in commercial houses, in agriculture, even in judiciously chosen local manufacturing, who has stimulated and developed the demand that keeps some 40,000,000 of Englishmen busy at home, and gives them a dominant position in world-trade and exchange.

If England denied protection to the millions that have sought opportunity in foreign countries; if they were characterized as adventurers unworthy of consideration because they had stepped off the shores of the British Isles, there would be no work for millions of industrious English laborers. They would perforce have to emigrate and become absorbed into the peoples of other nations, thereby reducing England to a minor position, with a population devoted largely to agricultural pursuits. Instead of this it used to be the custom in England to grant charters to what were frankly called "Companies of Gentlemen Adventurers." Life is an adventure, business is an adventure, there is risk in any undertaking, and the risk necessarily is greater when one goes beyond the boundaries of his native country; but except by courageous risk we make no progress. It is honorable to be an adventurer, and the daring spirit who can extend his nation's influence abroad merits special appreciation on the part of his countrymen.

It has been different with us. We have had it imputed as a reproach to those of our fellow-citizens who have ventured to invest their money and employ their talents outside of the United States that they were "adventurers," and a Secretary of State bluntly refused to protect "American dollars in Mexico." Not only in Mexico, but throughout the world it has become accepted as a principle that an American has no rights that a foreign government is bound to respect. Our own people are painfully aware of this, and it causes them to hesitate when opportunity is offered for profitable investment abroad. As a result, what our business men mainly care for and mainly seek in foreign trade is to fill orders on a cash basis. We will not, because without adequate protection we dare not, extend the customary credits demanded in foreign countries. Under such conditions our overseas trade, apart from purchases of raw materials made for account of foreign buyers, depends upon fortuitous circumstances, upon the accidents of war, or upon sheer inability for the moment to buy goods elsewhere.

The current sentiment among American men of business is strikingly expressed in the following letter from The Matthew Addy Company of Cincinnati, O.:

Editor Manufacturers Record:

Yours of the 5th is at hand regarding the Spanish property. Too far away for us. Of course, we talk about world trade and

all that kind of thing, but, as a matter of fact, we are pretty provincial, as I notice in my own thinking and business enterprises how close I want to keep to shore. I know it is all wrong; I know we will never win the world in this way. Of course, one of the troubles is that we have not yet developed the machinery for working overseas. Another thing is that an American citizen is not like a Roman citizen of the antique world. My sons, who have been extensively over the globe, tell me that the American Government never protects its people abroad. The English are always protected. And in one of our recent ventures abroad the boys proposed that we associate some Englishmen with us for the sake of English protection. They saw possible contingencies and knew that the American Government would not back us up, whereas if we had Englishmen associated with us we would have the proper backing, all of which was humiliating although I fear it was true.

THE MATTHEW ADDY COMPANY,

James A. Green, President.

This accurate analysis of the situation should not only bring a blush of shame to the cheek of every true American, but it should arouse our influential citizens to see that the attitude of our Government is immediately and radically changed. It is not a matter of academic discussion, nor is it a question to be used as mere political thunder by campaign orators. We are at the parting of the ways. World-trade is being revived after a war that dislocated the former mechanism of commodity distribution, and business will flow back into the old channels, unless we reform our methods in time to make permanently our own such foreign commerce as properly should be our share.

We are confronted with difficult industrial conditions: with a population concentrating more determinedly than ever in the cities; with shorter hours of work and higher wages, so seriously affecting agriculture that we will experience increasing difficulty in producing a great surplus for export.

We are being asked to enter into a world treaty before we have succeeded in sustaining the right guaranteed to us by separate treaties of amity and commerce with different nations. In advance of committing our destinies to the keeping of international councils it would be wiser to inspire international respect for American citizenship.

In fairness, it must be said that the utter neglect of our citizens when they go abroad is not peculiar to the present Administration. As one instance, Mr. Taft, when he was President, committed the indiscretion of allowing a warning to be transmitted through our consuls to Americans resident in Mexico against their remaining longer in that country. There was momentary suspense, for this seemed to indicate that an otherwise spineless Administration was about to adopt a dignified attitude regarding the treaty rights of its nationals. When, however, nothing else happened, the contempt of the Mexicans led to increased outrages, which the shameful neglect of the succeeding Administration has further encouraged. As another instance, not many years ago, before the new Brazilian Republic had settled down to calm and order, an American traveler had to seek a circular-letter of recommendation from the British representative at Rio de Janeiro in order to escape the persistent annoyances of officials who made his American passport the occasion for delay and graft. The special distinction of the present regime has been that it has converted the historic delinquencies of our Government in this matter into an openly declared policy.

It has just transpired that when ex-Secretary Lansing had ventured to let self-respecting Americanism dictate his policy in an effort to rescue W. O. Jenkins, the President declared that this Government did not even remotely contemplate intervention in Mexico. If we unconditionally disavow the possibility of resort to the final argument of a nation for respect, how can we hope to restrain those that would violate our rights?

Is it any wonder that splendid opportunities for American

control of great industries on the Continent of Europe, for example, are permitted to pass into English hands? We are indifferent because our capitalists know that they would not receive support from our Government in guaranteeing continuance of the conditions under which they were led to invest. The flagrancy of Carranza's attempts to confiscate American oil properties in Mexico, through retroactive laws, remains fresh in our minds.

Why has our propaganda for foreign industrial expansion, which departments of the Government conducted in response to general appeals from commercial organizations, met so many difficulties? It is futile for one department to solicit business when another department is forced to nullify its efforts by refusing to demand adherence on the part of other nations to the treaties they have signed with us.

Congress seems just now to be in an inquisitive mood. At least two Cabinet officers have been called recently before investigating committees to explain their acts. Would it not be well also to ventilate this whole question of the wretched treatment of our citizens abroad? A senatorial inquisition, openly held in frank acceptance of the declaration of the President against secret workings of the machinery of State, would arouse public sentiment and stir smug officialdom to do something to make it as valuable to hold citizenship in the United States of America as Mr. James A. Green reminds us it once was to be a citizen of Rome. If we really want foreign commerce, our people must travel; they must enter into foreign industrial development; they must by their activities abroad provide the business that will keep our ships employed; they must be able to invest their money in foreign lands and stay near to manage the industries in which they become interested, with the certainty that both their lives and their property will be zealously protected, without quibble or hesitation, by the swift and powerful arm of a sympathetic Government at home. We must not be able to let an American consular agent be sentenced to prison, as is being done in the case of Jenkins at Puebla, Mexico, with the whole nation so stultified by the un-American policy of the powers at Washington that no one feels it worth while to utter a word of protest. When President Wilson reversed the policy for protection that was being inaugurated by Mr. Lansing and Ambassador Fletcher, the Mexican Government promptly withdrew Jenkins' credentials so that they might deal with him freely as they had learned was always permissible with a mere private citizen of the Great Republic! We cannot fall so low as that without the sacrifice of our manhood and the loss of opportunity throughout the world.

PREACHERS, TEACHERS AND NEWSPAPER MEN CLASSED ALIKE.

FOR some years the MANUFACTURERS RECORD has urgently sought to awaken the country to the importance of larger remuneration of teachers and preachers, but we are now in receipt of a letter from a leading business man in the South in which he classes the newspapermen as among the underpaid people of the country, and he says, "The newspapermen, teachers and preachers are largely to blame for the reward granted to them by the world in the way of compensation for the wonderful service they render, because they seem to have taken the position that they are not entitled to a full appreciation in material pay for the work and service they render."

It is probably true that there is no other business involving so much mental and physical activity and so much capital which yields so poor a return financially as newspaper publication. Any group of men who have made a success in a newspaper could have made an infinitely greater financial success in almost any other line.

A manufacturing or mercantile or banking business which requires such intense energy, such wearing on nerve, on body and brain, as that of the newspaper business, which did not yield to the men engaged in it a far greater profit than newspapers, with rare exceptions, have ever made, would be hard to find. The millionaire newspaperman is a rarity. The newspaperman that has accumulated even a fair competency is also a rarity, but the energy and the capital involved, if turned into mercantile or manufacturing or banking lines, would have created a great many millionaires and a great many men of large competency.

But on the other hand, there are some things in the newspaper business which help to lessen the hardship of the work and the strain on body and mind and the smaller earnings as compared with other industries. The newspaperman who does not feel that his work is for the benefit of his community, his country and humanity has no place in the business. If he is in the newspaper work purely from motives of money-making, he is unfit for the job, for, though he may make money, he will not accomplish the highest measure of newspaper work. Nevertheless, a newspaperman should feel that he is entitled to a larger financial recognition, to larger financial opportunities than he ever gets, and he should demand it, as does every other business man, by higher prices as his costs increase.

The preacher and the teacher are poorly paid, though they are doing the highest work on earth. The preacher is trying to save men not only from sin in this world, but to everlasting happiness in the world to come. The teacher is giving his whole life to the training of the people's children and to trying to overcome the faults in the training by many parents and in molding the lives of the young men and women, so that for this life and the next the teacher's influence will shape their destiny for good. But the preacher and the teacher have so long accepted small pay and permitted the public to impose upon them that it is very difficult now for the public to recognize its own blunder and to atone for it by adequate remuneration.

The man who feeds the stomach, the man who makes the iron and steel or who handles the railroads that carry on the transportation, and sometimes the man who exerts no brain power whatever, but merely muscle power, all are far more highly paid than the man of brain and soul who gives his life to the preaching of the Gospel or the training of children. What a travesty on human justice!

We are not arguing on behalf of newspapers. They can take care of themselves or quit the job. If they do not assert their independence and their right to advance advertising rates and subscription prices that yield a fair profit for the work involved, they are not entitled to success. Their duty is to demand a due recognition by their subscribers of their importance and the value of the services rendered. This might jar some advertisers and some subscribers, both of whom at times think that they are conferring a great favor upon newspapers when they subscribe or advertise, when, as a matter of fact, they are getting far more than they ever paid for.

The preacher and the teacher, however, are in a different class. They cannot act with the same independence as newspapers. They must look to the community for a due recognition of the value of their services, and a community which does not take the lead in paying adequate salaries to teachers and preachers is not entitled to see its children grow into honest, moral, upstanding, successful men and women. It is hard on the children, desperately hard for such a fate to befall them, but the parents who kick against high pay for preachers and teachers deserve to see their children fall in life.

The Greater the Negro's Wants, the Greater the South's Prosperity

THERE has been, and there is, some race trouble in the South. It is true, also, that some politicians, devoid of the brain power requisite to the formulation of constructive programs, have prostituted such abilities as they had to capitalization of race prejudice. The stench of the carpet-bagger did not become sweet perfume when his policy of pillage was transferred to the shoulders of men who, reversing the process, rode into power by assailing the negro instead of flattering and ruining him.

There is not, and there can never be, equality in a social sense between the races. The human hybrid is usually a mongrel, inheriting the worst features of each race and perpetuating the best features of neither. A lower race is not lifted up by having its blood intermingled with that of a higher race. The effect is simply contamination of both. It is education and self-respect that elevate a race, not physical experiments, and purity of blood is as essential to the black race as it is to the white.

It was a grievous error to endow the black with the ballot. That is something the Anglo-Saxon fought for through the centuries, and in the winning of it he learned its use. It should have been held out as a prize to goad the negro to endeavor. Instead, it was forced on him, and it reacted as wealth does on the nouveau riches, softening the moral tissue and weakening the mental muscles. It was stern necessity which forced the South to put intelligence back in the governmental saddle, and this is true, however much sentimentalists may rave and tear their hair.

But is the negro a liability? Or if he be a liability, is it common sense to let him remain so? "We will change our liabilities into assets," said a great business leader when ruin threatened, and he did it.

We are tremendously impressed by a full-page advertisement which recently appeared in the Pine Bluff (Ark.) Commercial, paid for by the Chamber of Commerce of that thriving town. Its opening sentences are worth repeating:

"We hold it to be self-evident that the rational contentment, prosperity and progress of the negroes of our county are essential factors in the permanent prosperity and progress of our community and county as a whole. We deem it essential that good relations exist between the two races, and we, the Chamber of Commerce, are in favor of a policy on the part of the white man which will inspire in the negro not only respect, but confidence, loyalty and esteem as well. We declare it to be the purpose of this committee to co-operate with our negroes in the promotion of their efforts toward the general betterment and the moral and material progress of their people. The committee as a whole, or any individual member of it, will give a patient and considerate hearing to any suggestion, proposition or complaint from any respectable negro of this county."

It has long been a conviction in some localities that the way to get the most out of the negro is to keep him down. The low price of cotton did that, and it is not stretching the truth to say that poverty prices for cotton were acquired in for years largely because they did keep the negro poor. We have heard men lament the prosperity of the negro in recent years on the ground that it made him worthless.

Not long ago, in one part of the Black Belt, a sewing-machine agent conceived the idea of selling to plantation hands. He reaped a harvest. A phonograph man followed him, with some success. These salesmen ought to have monuments erected to their memory. When a negro had an instalment to meet on a sewing machine, he worked and got the money. What was there to force him to work, when life meant simply a hut and hominy grits? Where wants are few, labor is paralyzed. Civilization is the history of increasing desires. When you have given the naked savage a desire for clothes, you have made a workman of him. When you put before the negro the hope of acquiring the conveniences of

modern life, you touch his nerve of industry and put a power behind his hoe that never was there before.

The prosperity of the South is wrapped up in the prosperity of the negro. Not by millions, but by billions, will the wealth of the South be increased when the negro demands, not a hut, but a house; not a cot, but a bed; not rags, but store clothes; not an ox, but a horse; for when you increase the demands of some millions of citizens, there is but one way in which they can satisfy those demands, and that is by work. To maintain that scale of living which the negro ought to desire means a situation where not double the present production from his labor, but five times that production, will be essential to his upkeep, and what he must have he will have.

Why should there be objection to the negro owning land? There is nothing so likely to make him a good citizen, nothing more certain to make him a public asset. After the Civil War the Government seized a certain plantation, turned it over to negroes and named it Freedmen's Village. Loud were the protests, but not one of the families thus catapulted into ownership has ever left the land, and the white farmers in the vicinity have an unending supply of labor. Plantations not ten miles away that depended on tenants have been deserted because there is no labor to plant them, but lands owned by whites which can draw on the surplus labor of Freedmen's Village have mounted and mounted in value.

The wise man gives even his horse a square deal. Where whites do not give fair treatment to negroes they do the negroes harm, but they do far more harm to themselves. The negro is naturally an agriculturist. He does not thrive in cities. He loves the free air. There is something in him of the poet. Then let him own land; let him get his share of profit by producing what the world needs; for never did it need agricultural products more than it does now.

There is an avidity also of the negro for education which would put many white families to shame. You cannot keep negro children away from the schools. They will walk miles for instruction, and there has been built up in the race a conviction that education must be got although everything else is sacrificed. Thirty years ago few plantation negroes could read or write; few of the new generation cannot if any public schools are near. And yet, in some Southern States it has been found necessary to enact compulsory education laws to get white children into the schoolhouses.

The negro is acquiring automobiles, he has organized his churches, he has begun to have his magazines—some damnably radical, albeit—and he has begun to think. That a little learning in some cases makes the individual an irritation to all who come in contact with him is true, but patience is a virtue that works many miracles.

What the people out in Pine Bluff are trying to do is to get rid of race trouble by the common-sense method of giving the negro a square deal, by arousing in him the passion of acquisition, by giving him something to work for, by showing him that there are real rewards awaiting his labor, by convincing him that the whites are not jealous of his prosperity, but welcome it, that they are his friends and will help him.

That is not only practical religion, of which this world stands in great need, but it is practical economics. It is good business, and good business is always moral.

The shiftlessness of the negro has cost the South hundreds of millions of dollars. "Hello, George, want to make a half a dollar?" "Not me, sah. I'se already got a ha'f dollah." It is an old story. But the man whose heart is aching to get something that money will buy is never shiftless. The measure of his wants is the measure of his laziness. Ten thousand a year may represent the needs of a city dweller and fifty a year the requirements of a negro. The latter will do fifty dollars'

worth of work and that is all. But make his requirements two hundred dollars, and he will do two hundred dollars' worth of work. Like all great laws, it is a simple one.

We believe that a new era of understanding is opening in the South. Not that the negro has ever been maltreated. On the contrary, he has too often been enveloped in a poisoning miasma of sentimentalism. But recognition of the wisdom of increasing his necessities is a new thought, foreign to former concepts. Indeed, the old task system of slavery days under which a laborer was required to do only a set piece of work—he often does five times the old "task" now in a day—set up a standard of shiftlessness which was itself an outgrowth of sentimentalism. But today a new standard of efficiency is gradually coming into being as the negro learns of the many things he formerly did without that it is now possible for him to have. And the whites are beginning to encourage him in increasing his wants. That is a good thing for both races. It breeds independence and it creates wealth, as well as contentment.

The various chambers of commerce in the South can do no better or more enduring work than to follow the example set by the chamber in Pine Bluff, for in co-operation will be found a solution of all the race troubles that exist. There is no solution at all in legislative formulas.

INDIVIDUAL RESPONSIBILITY.

Chicago, Ill., March 20

Editor Manufacturers Record:

Having read with care your editorial comment (at page 128, your issue of March 4) on my recent pamphlet entitled "Can the Dollar Come Back?" I trust you will pardon my suggestion that your editorial seems to reflect a casual reading of this pamphlet and a failure to grasp the underlying thought which it emphasizes—the vital necessity of increased production.

It is true, as you say, that "the dollar sells today at a premium in more than half the world." But it is equally true that today that same dollar will buy but half its former value in goods in the United States. Why? The answer is obvious. It is well known that the entire world is short of goods, including the United States. On the other hand, the United States is not short of money; in fact, there is more money in existence in the United States today than in 1913.

But what establishes the value of money? Its measure of value expressed in terms of "goods," "things," "service" which it will buy, or, in other words, prices.

The reason that our dollar is today worth but 50 cents in goods is clearly because the ratio between the volume of money and the volume of goods has been radically changed; production has seriously declined, hence the result.

He would, indeed, be a prophet who would presume to say that or when the former value of the dollar, measured in goods, will be restored. But it requires no prophet to see that when this ratio is so vitally out of normal because of lack of goods, the re-establishing of the former or normal ratio by replacing the lost production is the logical means toward that end.

When you say that "the march of civilization is a history of the decreasing power of the purchasing medium" you are entirely correct. Any observing man aged 50 years may have seen this develop in this country.

Gold, the basic money of nations, has measurably kept pace with the increase in wealth and in the production and consumption of life's necessities, and even luxuries. Not, however, in proportion, hence the declining value of money or the ever-increasing prices of goods.

But the condition of today is one peculiarly reflective of the operation of the law of supply and demand. Because of world conditions there is unquestionably an increased demand for capital both here and abroad, and with a consequent competition for it. Even so, and especially in our own country, can it be denied that with the shortage of goods, of life's necessities, money of necessity has been reduced in its purchasing power value? Had we a normal supply of life's necessities, would not prices decline? In other words, would not the purchasing power of the dollar rise?

I believe it is broadly admitted that the prosperity of a nation is determined by the purchasing power of its people as a whole, and especially true of the United States. Maximum production has generally been accompanied by moderate prices. The converse of this is equally true.

You say in your editorial: "The trouble is not an inflated currency, but inflated idleness, and the cure for that is not found in legislative nostrums." With this I heartily agree, but I fail to see its application to anything I have said in my pamphlet. On the contrary, I distinctly disclaim inflated currency as a cause of our present high prices, and emphasize the fact that idleness is one of the things, if not the greatest thing, we are now suffering from, while I furthermore clearly disclaim any possible remedy by legislative methods.

The purpose of my little pamphlet was to point out the fundamental difficulty in our present economic situation; to suggest a sane remedy; to induce, if possible, an increased sense of individual responsibility on the part of industrial workers, and this, too, in a manner that would not, or should not, antagonize the American workingman.

ARTHUR WYMAN.

The editorial to which Mr. Wyman refers was not a commentary on his pamphlet. The title "Can the Dollar Come Back?" reflected so accurately the state of mind of certain bankers and others who are enamoured of deflation that we used it as a text.

We are in entire agreement with Mr. Wyman that increased production and honest work is the crying need of the era. In fact, the editorial pointed out that Mr. Wyman looked to work as the remedy for much of the existing abnormality.

Mr. Wyman says that the purpose of his pamphlet was "to induce, if possible, an increased sense of individual responsibility on the part of industrial workers." Good! There is nothing this country and the world need more at this time than "an increased sense of individual responsibility," not only on the part of men who toil with their hands, but on the part also of every man and woman, no matter in what sphere of life they find their area of toil.

IS HERBERT HOOVER ELIGIBLE FOR PRESIDENTIAL NOMINATION?

A CORRESPONDENT calls our attention to a provision of the Constitution, which says:

"No person except a natural-born citizen, or a citizen of the United States at the time of the adoption of this Constitution, shall be eligible to the office of President; neither shall any person be eligible to that office who shall not have attained to the age of thirty-five years and been fourteen years a resident within the United States."

In Who's Who, the following facts are given in regard to Mr. Hoover:

HERBERT CLARK HOOVER.

Engineer; born West Branch, Ia., August 10, 1874; son Jesse Clark and Hulda Randall (Mintorn) H.; brother of Theodore Jesse H.; B.A. (in mining engineering), Leland Stanford Junior University, 1895; (LL.D., Brown University, 1916; University of Pennsylvania, 1917); married Lou Henry, Monterey, Cal., 1899; assistant Arkansas Geological Survey, 1893; United States Geological Survey, Sierra Nevada Mountains, 1895; assistant manager Carlisle Mines, New Mexico, and Morning Star Mines, California, 1896; in West Australia as chief of mining staff of Bewick, Moreing & Co. and manager Hannan's Brown Hill Mine, 1897; manager Sons of Gwalia and E. Murchison mines, 1898; chief engineer Chinese Imperial Bureau of Mines, 1899, doing extensive exploration in interior of China. Took part in defense of Tiensin during Boxer disturbances, 1900. Representative of bondholders in construction of Ching Wang Tow harbor, 1900; general manager Chinese Engineering & Mining Co., 1901; partner Bewick, Moreing & Co., mine operators, London, 1902-8; director Zinc Corporation, Ltd., Kyshtim Corporation, Ltd., Tanalyk Corporation, Ltd., Oroya Exploration Co. Ltd., Russo-Asiatic Corporation, Ltd., 1908-14; chairman of directors Burma Corporation, Ltd., Santa Gertrudis Mining Co., Camp Bird, Ltd., Irtysk Corporation, Ltd.; chairman American Relief Committee, London, 1914-1915. Commission for Relief in Belgium since 1915; chairman Food Committee Council of National Defense, April-August, 1917; appointed United States Food Administrator by President Wilson, August 10, 1917; trustee Stanford University, fellow Royal Geographical Society; member American Institute Mining Engineers, Society Ingenieurs Civils de France, Society Belge des Ingen. et des Indust., Min. and Metall Society, A. A. A. S., Hakuyt Society,

etc. Clubs: Pacific Union, Bohemian (San Francisco); Burlingame (Cal.); University, Metropolitan, Lawyers, Bankers (New York); Metropolitan, Cosmos, Chevy Chase (Washington). Author: Economics of Mining (joint author), 1906; Principles of Mining, 1909; translator Agricola's De Re Metallica, 1912. Contributor to technical publications. Address, United States Food Administration, Washington, D. C.

According to this statement it would look as though he was not living in the United States between 1897 and 1917, or a period of 20 years. It may be, however, that Mr. Hoover was during a portion of that time a resident within the United States, but in view of his very great activities abroad he certainly could not have been here many months during that 20-year period. We rather doubt, however, whether this would militate against his nomination, since technically the law would probably call him a resident even though for the greater part of the time he was living abroad.

The interesting fact in connection with the matter, however, is the amazing activity of Mr. Hoover in connection with mining operations throughout the world. He has certainly had an experience in this respect probably not surpassed by any other mining engineer or geologist of this or any other land.

THE AWAKENING OF CHINA AND ITS VAST POTENTIALITIES.

THE enormous increase in the purchasing power of the Orient by reason of the advance in silver, to which we have repeatedly referred, but which the people of this country generally do not seem to have understood, is emphasized in a recent bulletin of the Far East Commercial Intelligence Service, published in Washington. In discussing the influence of the advance in silver the bulletin contains the following:

"The Chinese dollar today will purchase two and a half times as much in American gold as compared with three years ago. This condition is the reverse of that which obtains in Europe, so that with no inflated currency and no inflated credits and a stable financial condition, China offers us an alluring market."

China has about 400,000,000 inhabitants. It is marvelously rich in natural resources. Six-sevenths of its population live in one-third of the area in which there is economic transportation—that is, by waterways. Seventy million people live in a territory cut off from commercial relations with the outside world because of lack of transportation. This, says the bulletin, means that a population greater than that of the whole of South America is still unconnected with us commercially. In that section prices are the same as those which ruled 100 years ago. One can still buy, as in former years, eggs at three for one cent, wheat at fifteen to twenty cents a bushel, and anthracite coal at fifty cents a ton. Yet the more these people produce over and above their own wants the worse off they are, for they cannot find markets for their own products.

China is awakening to the opportunity for transportation. It is looking to the building of railroads. Though today that vast territory with its 400,000,000 people has only about 6500 miles of railways against America's 265,000 miles of trackage, its area is larger than that of the United States and its population is four times greater. As China awakens from its long centuries of inactivity and catches the spirit of these modern times of railroads and electricity and telephones and modern city construction it will enter upon a period of business prosperity perhaps equalling anything in the history of this country. The advance in silver comes at the psychological time for nearly trebling the purchasing power of its people, and with this stimulation will come an awakening of mental activity which will quicken the whole nation into new life. Our opportunity is to keep in close touch with China to take our part in the vast trade that will be developed, and by our work

help to lead its people out of some of the darkness of the past into the light of the present.

That we should be a party to the robbing of China of a part of its territory and giving to Japan the chance of controlling the very heart of China's mineral wealth and the very center of all of its business life is lamentable beyond expression. Unless we absolutely refuse to be a party to the treaty which would give Shantung to Japan we may yet find China and Japan allied in a scheme for world domination by the yellow races. It is impossible for China not to be bitterly resentful against every nation which has joined in turning the control of Shantung over to its greatest enemy, Japan, and while the Japanese and Chinese bitterly hate each other at present, they might be tempted to combine, Japan for world domination and China out of revenge against the rest of the world, or Japan through the control of Shantung might eventually dominate China and make its 400,000,000 people the source of an almost limitless supply of soldiers under Japanese leadership.

When we did not at Paris enter our undying protest against giving control of Shantung to Japan we lost one of the greatest opportunities ever given to us in the history of our country.

NOT A THOUSANDTH PART AS MUCH.

A correspondent writes:

"There is not going to be any peace in the world until Germany is split up. They kept troops in the South for ten years after the war. Are the Huns more to be trusted?"

Aroused by Attitude of Government Toward Purchasers of Liberty Bonds.

R. M. JONES, Gadsden, Ala.

I have been reading the MANUFACTURERS RECORD for several years, and the only objection that I find in it is that I will neglect my business to read it the same day it arrives. Your issue of the 25th seems to me to be the best that has ever come off the press, and there have been some mighty good issues.

The letters from the bankers should be of much interest to every man in this country. While some of them "beat around the bush," they reflect the true status of conditions that we may expect when the Federal Reserve Board forces the Liberty bonds out of the hands of the banks.

When the Government came to me to borrow money on their bonds, I refused to lend it, because I could not afford to lend money at $3\frac{1}{2}$ to $4\frac{1}{4}$ per cent, but they said, "you owe it to your country to let us have this money. We must win this war or go down in history as a conquered nation, despised of every patriotic citizen and held to ridicule by other nations." "All right," I said. "I will lend you all the money I have on this basis; you may pay me whatever interest that you may wish, but I expect to get back my principal in full after you have won this fight and are able to pay me."

I was assured that the Government's note was as good as the cash at any hour of the day or night, and the banks said they would lend money on them at any time should I need it. Now, for the Government to borrow your money and my money on the basis they did, at $3\frac{1}{2}$ per cent, take your money to buy my note at a discount of 10 per cent is despicable. If they are able to buy these bonds at 90 cents on the dollar, they did not need all the money they borrowed. Instead of using your money to buy my bond at 10 per cent discount, why not eliminate some of these taxes they are exacting of you and me? The centralization of \$16,000,000,000 in the hands of the Government was the foundation of the high cost of living.

Congress decides that I am entitled to \$2000 per year to maintain my wife and self with an allowance of \$200 additional for each child; after that I must pay a tax. They evidently intend that my children shall have no education, believing it is best for my boy to grow up and be on a par, intellectually, with a Congressman.

Unwise to Deflate for Rest of World

EUROPEAN COUNTRIES, UNWILLING TO PART WITH GOLD, ARE PAYING DEBTS WITH OUR RESERVES.

[Wall Street Journal.]

That it would be unwise, if not disastrous, to expect the United States to continue paying the obligations of debtor countries with its gold, thereby contracting our credit supply, is the opinion of Leonard Keesing, foreign exchange manager of Kuhn, Loeb & Co. European countries are holding on to their gold reserves, but are taking advantage of the free gold market in New York to pay their debts in South America. Admitting a condition of inflation, Mr. Keesing says the wise remedy would be "a gradual and well-balanced effort at increasing production and a cautious decrease of artificial purchasing power."

"When, in 1917," he says, "we entered the war and set out liberally to finance our allies, an embargo was placed upon the exportation of gold. Nobody questioned the wisdom of this measure. It was the natural consequence of a policy deliberately embarked upon. Half a year after the conclusion of the armistice, having decided to discontinue the comprehensive financing of foreign nations by our Government, we lifted the gold embargo. If this was done in the belief that we would after a while lose only so much gold as would be required to settle our own debit balance with those countries whose exchanges stood higher than the dollar, the conclusion reached was based on wrong premises."

"While less obvious to the uninitiated, it is clear to those who are familiar with foreign exchange arbitrage that gold may go out to other countries, even though we have no debts of our own to settle with them, and even though no credits be granted to the debtors of such countries. If dollars are at a premium of 170 per cent in France, and Argentine pesos are at a premium of 175 per cent, while the cost of shipping gold from the United States to Buenos Aires is 1 per cent, it will be profitable for French traders to pay for Argentine wheat, meat and wool by purchasing gold in the United States and shipping it to the Argentine Caja de Conversion."

"We are losing in this way considerable amounts of gold to South Africa, China and India. There is nothing remarkable in this situation, which has been clearly recognized by those European countries who are neutral in the war and have added largely to their gold reserves—comparatively more even than we have. They feel unable to restore their free gold markets, because they fear that their reserves may be drained empty in a very short while for the benefit of others. Their currencies are now severely depreciated, with the exception, however, of Holland. The Netherlands Bank does not give gold for export, but Holland benefits from the sale of the products of its colonies. Dutch exchange is now truly on a sugar basis."

"We are the only country that is exporting gold freely for the benefit of the whole world. While we have felt, when we were pressed to continue Government credits to foreign nations, that we cannot inflate for all the world, yet we seem to think that we can deflate for all the world."

"But, of course, we cannot. The gold embargo was lifted at the end of June, 1919. Since July 1, 1919, our total gold stock has decreased \$333,000,000, but at the same time our total paper circulation (not including gold certificates held as reserve by Federal Reserve Banks or Federal Reserve Agents) has increased \$388,000,000. Our gold reserves, large as they are, can no longer be considered abundant in proportion to the structure of currency and credit which rests upon them. If things continue for a little while at the pace they are now going, we shall soon have reached the legal limit in our reserve position. Our post-war gold policy so far has been in the nature of a wager. We seem to have been betting that Europe would be able to restore its trade balance with South America and the Orient before our gold reserve would fall below its legal minimum. We are fast losing out."

"So we may soon reach the parting of the road. We shall then have to decide whether we wish, one-sidedly, to stick to our policy of settling in gold with other countries, or alter the reserve basis of our currency and credit system. There are arguments in favor of either course. But, clearly, it is unthinkable that we should try to stick it out both ways. This

would mean that a forcible reduction of currency and credit would have to be attempted. This would be disastrous, nay, criminal."

"Once more, we, alone, cannot deflate for the whole world. Inflation is a condition where production is inadequate to meet the increased effective demand for products, mainly as a result of newly created purchasing power. The wise remedy is a gradual and well-balanced effort at increasing production and a cautious decrease of artificial purchasing power. A process of indiscriminate, enforced contraction of purchasing power would be unwise, inhuman, socially unjust and politically dangerous. Nor would there be any scientific or moral justification for a banking policy which would subject the country to such evils, while at the same time permitting loans to countries which are already drawing gold from us."

Interdependence of the Railways and the Public.

C. W. HAHN, Land Investments, Houston, Tex.

Now that the railroads have been turned over to private ownership by the Government and burdened with very greatly increased overhead charges and operating expense, as well as having to pay several times as much for all material and supplies, the question of how to overcome this enormous additional expense is naturally a condition that must be worked out. In this the public should co-operate with the railroads, and with the co-operation of the commercial bodies of the country this great problem can be overcome without a commercial calamity or injury to anyone. The railroads are the main commercial arteries of the country, and their condition, whether good or bad, reflects the same condition upon all commercial and industrial, and, in fact, every activity of the country.

The National Chamber of Commerce and all local chambers over the country should at once take active steps to offer their co-operation to the railroads in devising ways and means of economizing and in a way most practical increase the revenues of the railroads to a point where overhead and operating expense can be met so as to keep them out of financial difficulty. Besides, the holders of the common stock are entitled to a reasonable dividend on their investment. At this time the value of railroad securities is questionable on account of the uncertainty as to whether or not the public is going to co-operate with the railroads. This means standing for the necessary advance of rates to stabilize their securities, so they can be marketed and thus secure funds to put the properties in a good physical condition and increase their equipment to the requirement of the present demands.

A hearty co-operation with the railroads means continued prosperity of the country, but a lack of same would mean the weakening of those commercial arteries and consequently all branches of business, and every individual who depends on the wheels to move would be vitally affected.

I want to make myself understood by saying that I do not own any railroad securities and am in no way interested in any railroad, and am not speaking for anyone who has, but I am, and have been for many years, interested in progress and development.

To Develop 11,000 Acres Coal Land.

Eleven thousand acres of coal land on the Guyan branch of the Chesapeake & Ohio Railway will be developed by the Guyan Collieries Corporation of Huntington, W. Va., which has been organized with a capitalization of \$2,000,000. The company has two workable seams on the property, and is planning the immediate development of that portion of the land now available to railroad facilities, with final estimates for an annual production of 300,000 tons of coal. W. P. Tams of Tams, W. Va., is president and general manager, with J. H. Clifton of Huntington as vice-president and treasurer.

Will Shipments Through Southern Ports Be Encouraged by Eastern Trunk Lines?

SIGNIFICANT LETTER TO MANUFACTURERS RECORD FROM PRESIDENT REA OF PENNSYLVANIA, WHO TAKES STAND AGAINST CONCENTRATION OF TRAFFIC AT NEW YORK—VIGOROUS CAMPAIGN TO AROUSE SHIPPERS OF MIDDLE WEST PUT UNDER WAY—WILL MR. WILLARD AND OTHERS NOW SEE THE LIGHT?

By ALBERT PHENIS.

To what extent are the business interests of Southern ports responsible for conditions which overload the terminals at New York, while the facilities of Southern ports are far from being fully utilized? In a letter to the MANUFACTURERS RECORD, President Samuel Rea of the Pennsylvania places the blame for present conditions entirely on the shoulders of business men and shippers. He declares that his railroad "has no power whatever to divert freight from one city to another, and declares that 'this is a question for the business men of the city to deal with.'" Continuing, he says: "As a railroad man, I can only observe that the vast majority of exporters send their foreign-bound freight to the port of New York," and he somewhat naively adds: "I presume they do this because they find it easier to make shipping and financial arrangements there than at any other port in the United States."

Mr. Rea's letter is as follows:

The Pennsylvania Railroad Co.,
Office of the President.

General Office, Broad Street Station.

Philadelphia, March 20.

Editor Manufacturers Record:

Your request for a statement regarding the policy of the Pennsylvania Railroad Co. toward the greater development of the port of Baltimore has been submitted to me. Permit me to state that I think you are under a slight misapprehension as to what I said regarding the corresponding situation at Philadelphia. You inquire whether our present policy "of diverting traffic from the port of New York will include the use of the Baltimore port terminals to a greater extent than heretofore." In my letter regarding the Philadelphia situation, which was addressed to the president of the Corn Exchange National Bank of this city, I particularly endeavored to make it clear that this railroad has no power whatever to divert freight from one city to another, whether for export or otherwise. I enclose a copy of this letter and would call your attention to the marked portion where, in discussing the old charge that we discriminated against Philadelphia and encouraged the shipment of export freight to New York, I said:

"These charges were based upon two fundamental misconceptions, the first being that the routing of freight and the selection of its destination lie in the hands of the railroad management. The fact is that the shipper determines the destination of the freight, and the railroad must carry it to the point where it is ordered to go, and if we find a very large proportion of shippers sending their freight to one particular port in preference to another, there is nothing for us to do but to provide as best we may the facilities necessary to handle the freight at the port to which the shippers consign it."

The thought I did endeavor to convey, however, was that while the routing of the freight and the determining of its destination are not in any way in the hands of the railroad management, nevertheless it would be to our advantage, as a company, if there was not such a great concentration of export freight at New York and if more were shipped from Philadelphia. Necessarily, this would apply to Baltimore also. We have excellent facilities in your city for handling export freight, and are just completing there the largest grain elevator on our system. We would be very glad indeed to see these facilities more busily employed.

In the case of Baltimore, as in the case of Philadelphia, this is a question for the business men of the city to deal with. As a railroad man, I can only observe that the vast majority of exporters send their foreign-bound freight to the port of New York. I presume they do this because they find it easier to make shipping and financial arrangements there than at any other port in the United States. Otherwise, I am unable to understand why they

pay the additional freight to New York, as both Baltimore and Philadelphia enjoy substantial differentials against that port.

A greater diversification of traffic, both export and domestic, would be a good thing for our railroad, as for practically all others, and we look forward to the time when all of the seaports served by our system will be more highly developed by the enterprise and initiative of their business men. On our part, we can only promise to do the very best that we can, with the credit at our command, to meet the more active conditions as they arise.

SAMUEL REA, President.

This letter was sent in reply to an inquiry by the MANUFACTURERS RECORD as to a reported change in policy of the Pennsylvania Railroad, it having been stated in some of the newspapers that the Pennsylvania would hereafter attempt to route a large part of the export and import business of the Middle West through Philadelphia rather than concentrate such traffic in New York. In carrying out this plan it was surmised that Baltimore also would be benefited, as the Pennsylvania is now completing a great grain elevator in Baltimore, the largest elevator in the Pennsylvania system, and Mr. Rea was asked to outline his plans.

The statement by Mr. Rea as to the helplessness of the railroads in diverting traffic to or from any port will doubtless be read with much interest, not to say with tongue in cheek, by the shipping public throughout the country. It will be recalled that Daniel Willard, as president of the Baltimore & Ohio Railroad and chairman of the presidents' committee on official classification territory, announced months ago that as soon as the railroads were returned to their owners they would seek to bring about an annulment of the rates which had been promulgated by the United States Railroad Administration for shipments from the West to South Atlantic and Gulf ports. The report was also current, and not at that time publicly denied, that the Pennsylvania Railroad would not concur in the new export freight rates from the Middle West to Southern ports.

In the MANUFACTURERS RECORD of February 26 President Matthew Hale of the South Atlantic Maritime Corporation vigorously assailed this attitude of the railroads, denouncing "the folly of trying to jam the business of the Midwest through the one port of New York, to the exclusion of the Gulf and South Atlantic ports." The notorious inability of New York to take care of the export business diverted to it was shown in excerpts from a New York commercial journal of unquestioned responsibility, and the selfishness of the railroad heads in attempting to deprive the Midwest of the facilities of Southern ports, simply to retain their dominant hold on the export trade of the United States, was vigorously denounced by Mr. Hale. This action by the railroads, continued Mr. Hale, "proves that the Eastern carriers and steamship corporations are, for their own interests, starting a deliberate campaign to thwart the development of the Southern ports as shipping centers and to bottle up the shippers and manufacturers of the Middle West so that their foreign commerce must flow through the ports of the Northeast."

"Over 60 per cent of the population of the United States, included in 24 different States, have, through their commercial organizations, joined together as the Midwest-Gulf-South Atlantic Foreign Trade and Transportation Committee, deliberately gone on record favoring these new rates which they, to a great extent, helped establish."

"This committee has, at its meetings in Cincinnati and Washington, adequately voiced the need of the South Atlantic and Gulf ports for fuller development through foreign trade, and similarly voiced the needs of the shippers and manufacturers of the Middle West for new outlets to world markets. The Northeast carriers and Northeastern ports face a new situation. They see 15 com-

paratively undeveloped and comparatively unused ports competing with them in the Middle West for foreign trade, and they are unifying their forces to fight this situation. With them it is a sectional fight to maintain their dominance and control of the foreign trade of the United States. With the Midwest, Gulf and South Atlantic it is not a sectional fight, but rather an attempt to claim their own in a field which has hitherto been denied them by discriminatory freight rates and lack of established trade routes.

"The policy of the Northeastern trunk lines and steamship companies, if followed out, would exaggerate a condition which is set forth clearly in an article in the New York Journal of Commerce under date of January 17, 1920, from which the following are extracts:

"Harbor facilities at the port of New York are so overwhelmed by export trade demands that, in the opinion of the underwriters and shippers, commodity deterioration, theft and pilferage, misplacements and delayed shipments prevail to an extent hitherto unprecedented.

"Losses resulting therefrom are described by those acquainted with the facts as being appalling. In the opinion of a prominent underwriter, it is a condition which not only menaces the export goods passing outward from this harbor, but is gravely endangering the prestige of the port of New York as a desirable shipping center for export goods.

"The congestion is confined to no particular district, but prevails generally along all wharf frontages."

In view of these conditions, which are notorious and not of mere sporadic and infrequent occurrence, the public generally will doubtless be as greatly mystified as is Mr. Rea as to why "the vast majority of exporters send their foreign-bound freight to the port of New York."

In connection with this entire matter it is of interest to note a movement by business men of the Southeast to stir up the shippers of the Middle West to the importance and advantage of routing shipments through Southern ports. In describing this movement the Official Bulletin of the Brunswick (Ga.) Board of Trade, March issue, says:

"For the first time in history, the representative men of the Southeastern States are going in a body to visit and get acquainted with the leaders in the Middle West. Under the auspices and management of the South Atlantic Ports Association, an all-steel Pullman special train will be run, on its own schedule, starting May 15, from the Southeast to the great cities of the Middle West, returning home May 31. Cincinnati, Cleveland, Toledo, Detroit, Chicago, Moline, Rock Island, Davenport, Kansas City, St. Louis, Indianapolis, Louisville, Nashville, Chattanooga and Atlanta will be visited.

"To understand clearly the conditions that inspired the idea of making this trip, it is necessary to go back 40 years or more. About that long ago a decision was made that the railroads leading from the Middle West to New York, because of the greater 'density of traffic' they enjoyed, should be permitted to make lower freight rates than the lines leading to Southern ports. Later these lower rates were extended to the other North Atlantic ports, and even to the Canadian ports. This had the effect of creating an artificial barrier along the Ohio River against traffic between the Middle West and the Southern ports, in spite of the fact that the South Atlantic and Gulf ports are nearer the Middle West than New York, and much nearer than the New England and Canadian ports. The same condition has prevailed, and is still in effect, on domestic rates and shipments, forcing tonnage from the Middle West to the North Atlantic ports for reshipment by sea to the Southeast.

"This is the main reason why the ports of the North Atlantic grew into great cities, while the Southern ports languished, and accounts for the concentration of foreign trade at the port of New York until that port's facilities and its rail lines broke down under war congestion, causing New York to become known to the world as the 'Neck of the Bottle.' It took a great war to open the eyes of the American people to the artificial, unsound and iniquitous conditions by which they had been bound for more than 40 years.

"The vast tonnage of exports forced through New York and other North Atlantic ports has produced unnatural concentration of steamship lines and imports at those ports, upbuilding in that section industries which use raw materials of foreign origin and forcing the shipment of products in the raw state from the South

and West to the East to be manufactured there with foreign materials and shipped back to the producers for consumption, when naturally the domestic products should be manufactured in the sections which produce and consume them, in conjunction with foreign raw materials brought in through the nearest ports.

"How great this tax on the country for the benefit of New York and the East has been, and how much loss of profit and commerce the United States has suffered, is beyond computation. For far more than a generation the Middle West has been practically cut off from the Southern ports and forced to use the ice-bound ports and snow-blockaded railroads of the East, while the Southern ports were never frozen and the lines leading to them never interrupted and seldom delayed by winter weather.

"The effect of this freight-rate barrier was not revealed to the Middle West and South Atlantic ports until after Matthew Hale had organized the 'Five Ports' of the South Atlantic—Wilmington, Charleston, Savannah, Brunswick and Jacksonville—at the end of the war, to work together in the South Atlantic Ports Association for their mutual welfare; had started the South Atlantic Maritime Corporation, now operating steamship lines from the 'Five Ports' to Latin America, and had begun organizing the South Atlantic Export Co. to handle exports through the South Atlantic ports from the South and Middle West to all the world. It was then found that this barrier made it impossible to draw tonnage from the territory north of the Ohio River.

"Knowing that the Southeast alone would be powerless to remove this wall and that the Gulf and Middle West are equally affected, Mr. Hale enlisted the support of the Mississippi Valley Association and the commercial organizations and interests of the great cities of the Middle West, forming a permanent organization known as the 'Midwest-Gulf-South Atlantic Foreign Trade and Transportation Committee,' which represents 24 States and more than 60 per cent of the population and production of exports of the entire country. This powerful organization appeared before the United States Railroad Administration and demanded an equitable readjustment of rates, which was granted by the establishment in December, 1919, of export rates from the Middle West to South Atlantic and Gulf ports on a parity with New York.

"Already New York has protested, ridiculously claiming as a right the special privilege it so long enjoyed to the injury of the greater part of the United States. The Eastern railroads, steamship lines and their financial interests will make every effort to re-enslave the rest of the country. This the leaders in the South and Middle West are determined they shall not do. It is recognized, however, that it is no short and easy task to change the flow of traffic from channels so long fixed by habit, and that the new rates must be largely used to be retained. To awaken the people of the Middle West to this necessity to the full extent, and to establish and cement relations of business and friendship between the two portions of the country, so long separated artificially, is the object of the Midwest trip, though the trip itself is merely the beginning of a sustaining campaign by the Southeast to establish these relations permanently."

President Matthew Hale Sees Great Benefits Nationally as Well as to Middle West and to Gulf and South Atlantic Ports in Present Attitude of Pennsylvania's Chief Toward Export Trade.

Washington, D. C., March 29—[Special]—Mr. Matthew Hale, president of the South Atlantic Maritime Corporation, was shown a copy of Mr. Rea's letter. When asked for an opinion on the situation opened up by this letter, Mr. Hale dictated the following:

"Permit me to congratulate, through your columns, President Samuel Rea of the Pennsylvania Railroad upon the broad, constructive policy which he outlined regarding the attitude of that railroad toward foreign trade. In his letter to you, dated March 20, he makes two very significant statements. He says:

"First—'It would be to our advantage, as a company, if there was not such a great concentration of export freight at New York, and if more was shipped from Philadelphia. Necessarily, this would apply to Baltimore also.

"Second—'This railroad has no power whatever to divert freight from one city to another, whether for export or otherwise. * * * The fact is that the shipper determines the destination of the freight and the railroad company must carry it

to the point where it is ordered to go, and if we find a very large proportion of shippers sending their freight to one particular port in preference to another, there is nothing for us to do but to provide as best we may the facilities necessary to handle the freight at the port to which the shippers consign it.

"These two statements embrace the principles for which the commercial interests of the Middle West, Gulf and South Atlantic have been striving. We believe that there is too great concentration of export freight at New York, and we believe that the shippers should be free to choose their own ports and do their own routing without artificial discrimination in favor of one port against another. The shippers of the Middle West should have the opportunity of choosing between all the ports of the United States and not be forced by an arbitrary differential to ship through one port. The ports of the South Atlantic and Gulf should have an opportunity to compete on equal terms with the ports of the North Atlantic for business originating in the Middle West.

"These principles are diametrically opposed to the principles advocated by Daniel Willard in his letter of November 26, 1919, to Director-General Hines of the Railroad Administration, in which he objected violently to the new export rates to the South Atlantic and Gulf ports and demanded that conditions resulting in the artificial congestion at New York should be continued indefinitely.

"These principles are also diametrically opposed to what was erroneously thought to be the principles of the Pennsylvania Railroad, when it was rumored that that railroad intended to back Mr. Willard by filing a non-concurrence in the new export tariffs established by the Railroad Administration, December 1 and 31.

"I am extremely glad, from a national standpoint as well as from the standpoint of the Middle West, Gulf and South Atlantic, that President Rea has seen the light. I sincerely hope that Mr. Willard will soon join him in this attitude.

"MATTHEW HALE."

PLAN FOR BIG DEVELOPMENT IN GEORGIA.

100 Square Miles of Timber to Be Cut and Colonized by Virginia Capitalists.

General development plans have been decided for the Georgia lands purchased last month by Crosby Thompson of the Old Dominion Industrial Corporation at West Point, Va. Outlining the project, Mr. Thompson writes to the MANUFACTURERS RECORD:

"I purchased the Floyd's Neck tract of 56,900 acres, lying along the Seaboard Air Line Railroad and the Satilla and Cumberland rivers; have negotiated for several thousand acres adjoining, making in all over 100 square miles; railroad on one side and navigable water on three sides. On this land is at least 150,000,000 feet of pine and hardwood lumber. This will be manufactured on the property, probably near Woodbine, where the Seaboard crosses the Satilla River. Deep-draft ships can go up the river to that point. A sulphate pulp mill will be one of the industries, and the organization of this company is nearly completed.

"For the various industries at least 500 men will be needed, and, judging from our success in securing Polish and Swedish families to locate for our new industries at West Point, I do not anticipate any trouble in colonizing the Camden county lands. In our colonization at West Point we do not sell over five acres to any one family, as this has proven to be enough land if worked intensively, and we want to put as many people close into the town as possible. We have found that many who come to us at West Point are not satisfied with a few acres, but want to buy from 100 to 300 acres. This led me to purchase the Camden county (Georgia) lands."

Hundred Square Miles of Georgia Land to Be Developed in Small Tracts.

Old Dominion Industrial Corporation,
Owners and Developers Southern Lands.

West Point, Va., March 25, 1920.

Editor Manufacturers Record:

Regarding my recent purchase of Camden county (Georgia)

lands, I purchased what is known as the Floyd's Neck tract of 56,900 acres, lying along the Seaboard Air Line Railroad and the Satilla and Cumberland rivers. I have now negotiated for the purchase of several thousand acres of adjoining lands, making in all a tract of over 100 square miles, which has a railroad on one side of it and navigable water on three sides.

On this land is at least 150,000,000 feet of pine and hardwood lumber, and all of this will be manufactured on the property, probably near the town of Woodbine, where the Seaboard crosses the Satilla River. Deep-draft ships can go up the river to that point.

A sulphate pulp mill will be one of the industries, and the organization of this company is nearly completed. For the various industries at least 500 men will be needed, and, judging from our past success in securing Polish and Swedish families to locate and work in our new industries at West Point, Va., I do not anticipate any trouble in colonizing the Camden county lands.

In our colonization work at West Point we do not sell over five acres to any one family, as this has proven to be enough land if worked intensively.

Our kind of development is not of the land-booming sort, for we establish a firm foundation at the start and this takes time, but it pays best in the end, and the whole community as well as the promoters receive more ultimate benefit.

CROSBY THOMPSON.

Increasing Value of Mississippi Delta Lands—Many New Owners Attracted From Other States.

Memphis, Tenn., March 29.—[Special.]—Notwithstanding the recent rapid advance in the price of plow lands in Mississippi, farms are changing ownership more rapidly than ever before, and the prices, still below prices in other farming regions, are attracting immigration from many States, according to the report just compiled by J. A. Ramsey, State agent for the Bureau of Crop Estimates, United States Department of Agriculture.

Mr. Ramsey's report bears out in a very convincing way the unofficial reports that have come from Mississippi in the last year, which, with those from Arkansas and Louisiana, show that land is in great demand, with prices steadily advancing, but still far below the prices of good farm lands in older farming regions.

Discussing the values, Mr. Ramsey makes the assertion that good farm land in Mississippi is still lower in price than in any other State in the Union, yet the advance in prices since last March probably have been greater than those of any other State.

The average value of poorer plow lands on March 1, 1920, was \$23 per acre; all plow lands \$35 per acre; good plow lands \$39. All plow lands with improvements have an average value of \$45.

The March 1 value on all plow lands, without improvements, for five years is given by the expert as follows: 1920, \$35; 1919, \$25.50; 1918, \$23; 1917, \$20; 1916, \$18.

This would show a per cent in increase in values during the 12 months' period, March 1, 1916-1917, 11.1 per cent; 1917-1918, 15 per cent; 1918-1919, 11.1 per cent.; 1919-1920, 37.2 per cent.

The cheapness of lands from the production standpoint is indicated in the crops produced in 1919, a very unseasonable and unproductive year for all crops. For the leading primary crops grown on this \$35 land, the gross value per acre was as follows: Corn, \$30; cotton, \$70; hay (tame), \$33; oats, \$20; peanuts, \$78; Irish potatoes, \$145; sweet potatoes, \$118; sorghum for syrup, \$72; sugar-cane, \$312. Hay or some other crop usually succeeds oats the same season, giving two full crops, and it is usual for a second or intertilled crop, such as velvet beans, soy beans, cowpeas or peanuts to be grown with corn, giving also two crops in a single season, so that the second crop has a value almost as great as the corn crop value, thus adding largely to the acreage value of the land.

It is conceded by all Mississippi farmers that the delta or bottom lands of the State are by far the most productive, and that cotton especially is worth much more where produced in the delta than in the hill lands, so that the high average is due to production in this portion of the State. The constantly increasing acreage of bottom lands being reclaimed and cultivated is lending to increase average values, as well as to the total crop production and the crop values in Mississippi. This is true also in Arkansas and Louisiana.

Since farmers have turned from the one-crop system and are producing general farm crops and livestock there has been an un-

precedented demand for land, as the MANUFACTURERS RECORD has reported in articles dealing with farm sales in the lower Mississippi Valley Delta country in the last year. The outside purchasers largely are Illinois farmers, but there are many Ohio, Indiana, Iowa, Missouri and Nebraska and a few Minnesota and Wisconsin farmers coming into the country. The Illinois inflow is attributed very largely to the great success the first Illinois farmers have met with. Great numbers of them own land and are buying more in Eastern Arkansas.

Cattlemen of Texas Optimistic Despite Setbacks.

Austin, Tex., March 24—[Special.]—The recent meeting of the State association of cattle raisers has brought to attention the fact that, despite the tremendous setback experienced by the industry in Texas because of the drouth of three years, there is optimism, and that the cattlemen are looking forward not only with hope, but absolute confidence.

They have made a number of trades, and the prospects are that the ranges, which are now beginning to show the effect of the good season in the ground, will be restocked within a much shorter period than had been anticipated and with a much better grade of cattle.

When the cattle were shipped because of the drouth and the cost of feeding, the poorer animals were first disposed of and the better breeding stock was retained, and this policy is now bearing fruit in the number of thoroughbreds and the lessened number of grades and natives.

There were evident during the meeting of the association very strong sentiments of hostility toward the packers. The speakers who addressed the meetings were outspoken in denunciation of the methods pursued, and there was much of the same sort of talk in private conversation.

The price of beef on the hoof when it is owned by the cow man, and in the butcher shop when it is sold to the customer; the price of a hide when it is attached to a steer and when it is offered for sale to a tanner, was further brought into the conversation.

There were many references to the fact that the packers own the banks with which the cattle raisers must do business; that they own everything pertaining to the beef and pork business except the ranches, and that they refuse to take any chance on that end—the only part of the business in which there is any chance as the packers have figured it out.

Oil Seed Crushers to Meet at New Orleans in May.

The Interstate Cottonseed Crushers' Association will hold its twenty-fourth annual convention at the Grunewald, New Orleans, May 12, 13 and 14 next, and a record attendance is anticipated because of the proposed plans for changing the name and constitution of the organization. The program of the convention promises to be especially attractive, as a number of men of national prominence are expected to deliver addresses.

Since many of the original cotton-oil mills have extended their operations in recent years to the crushing of peanuts, soya beans, copra and other oil-bearing nuts and seed, it has been felt that the name of the association was not comprehensive enough. The ramifications of the industry are national in scope, most of the refinery members and many of the dealer members being located in the Northern States, although the crude mills are practically all in the South. Recently the Imperial Valley of California and the Oriental vegetable oil interests on the Pacific coast have come more within the purview of the association.

Through its trading rules and in its relations with the Government at Washington the association has become recognized as the national organization of the edible oil trade, which includes all the products of the edible oil mills, not only the oil, meal, hulls and linters from cottonseed, but the oil and meal from other oleaginous crops.

It is proposed to change the name to the Edible Oil Millers' Association of America and adopt a new constitution based on the idea of a representative government by separate geographical groups.

According to custom, the present vice-president of the association, Mr. J. J. Lawton of Hartsville, S. C., will succeed to the presidency this year, Mr. J. H. DuBose of Memphis, retiring. A new vice-president will be elected this year from Texas or Oklahoma.

The Farmer's Problems Are the Nation's Problems.

Farm, Stock and Home.

Minneapolis, Minn., March 12.

Editor Manufacturers Record:

I am in receipt of a reprint from your edition of February 19 on "The Nation's Food Supply From the Farmer's Standpoint," and wish to say in all sincerity that I consider the gathering up and publishing of this symposium in your paper the greatest service that has ever been rendered agriculture by an outside paper.

Of course, we of the farm press are perfectly familiar with the conditions that you set forth. The great difficulty is, however, that we are unable to reach the people that must be reached if this food proposition is to be handled in an intelligent manner.

I am enclosing carbon copy of a letter that I am writing to the Chamber of Commerce of the United States today, which, in view of the comments that I have made on your work, may be of interest to you. I am also enclosing the front page, of Farm, Stock and Home for March 1, and the editorial on "Continuing the Wheat Guarantee," the same clippings that I refer to in the letter to the United States Chamber of Commerce, and some late editorials from Farm, Stock and Home bearing on the question of production.

I expect to be in Washington the 18th, 19th, 20th and 22d, attending hearings on the grain grades and on the Anderson-Nelson bill compelling the railroads to furnish adequate storage facilities on the seaboard for grain and flour, thereby preventing the use of freight cars as warehouses. As you are probably aware, the entire seaboard grain storage from Portland, Me., to Newport News is about 15,000,000 bushels, with about 2,000,000 bushels more in the Gulf ports. This is less than one-third as much storage capacity as we have in Minneapolis. The hearings on this storage bill will be before the Senate Committee on Agriculture on the 20th, and before the House Committee on Agriculture on the 22d. I mention this, as it may possibly be of interest for you to have a representative at one or both of these hearings.

H. N. OWEN.

In the course of his letter to the United States Chamber of Commerce Mr. Owen said:

"We are in receipt of your circular of March 15, covering a preliminary announcement of your convention at Atlantic City, stating that the keynote of this convention will be 'Increased Production.'

"This is certainly a live question, and as one closely in touch with the agricultural interests I bespeak consideration of agricultural production very carefully by your convention.

"The MANUFACTURERS RECORD of Baltimore, in their issue of February 18, 1920, published some very valuable material on 'The Nation's Food Supply From the Farmer's Standpoint.' I was particularly struck with the following paragraph, which appeared in the foreword of this symposium, and, I presume, conveys the editorial sentiments of the publishers of the MANUFACTURERS RECORD. It says:

"We have now come to the parting of the ways, to the cross-roads, and the nation must decide which road to take. One road leads to an adequate recognition of the work of the farmers and to the justice of pay to farm laborers equal relatively to the pay of industrial workers. That road leads to a well-rounded agricultural growth, which might save the country from a further decrease in its food supply. The other road leads to decreasing food supply and to ever-increasing food cost."

"I consider this work of the MANUFACTURERS RECORD one of the best things that have ever been done in the interest of agriculture by an outside publication. Of course, we of the farm press are perfectly familiar with the situation as set forth in the MANUFACTURERS RECORD, but our usefulness is naturally curtailed by the fact that we are simply addressing an audience that is already aware of the situation.

"I would like very much to see the United States Chamber of Commerce get aggressively behind the question of increased food production."

The Pensacola Shipbuilding Co., Pensacola, Fla., has contract to build six 9000-ton steamships for an English buyer, construction to begin promptly and completion to be made within a year.

Menacing Shortage of Homes in America Calls for United Action by Construction Leaders

NATIONAL ORGANIZATION OF BUILDING INTERESTS RECOGNIZES GRAVITY OF SITUATION AND TAKES STEPS TO COMBAT PRESENT DANGERS—CO-OPERATION BY ALL FORCES NECESSARY TO MEET EMERGENCY THAT CONFRONTS NATION.

By EDWARD J. DIES.

Six hundred determined men—leaders in the construction industry of America—left Chicago for their homes last Friday bent on solving the menacing house-shortage problem.

It is a problem, these men declared, that actually threatens the nation's whole industrial structure and that necessitates swift, decisive action.

Utter helplessness has overcome the construction industry through a combination of conditions—governmental regulations, inadequate transportation, fuel shortage and labor disputes—and it was the sense of the builders who attended this first convention of the National Federation of Construction Industries—the peace-time successor to the War Service Committee of the War Industries Board—that unless there is "open-hearted" co-operation of all forces the public will suffer a distinct loss.

The delegates to the three-day conference, called to work out an effective program for increased building, were fearful of the Government's attitude of indifference and warned that the present emergency is the most potentially dangerous of its character that the country has ever faced.

The conference brought out:

That there is shortage of 4,000,000 workers in the basic industries.

That 3,000,000 new homes will be needed in the next five years. That increased production is stifled through inability to hasten factory construction.

That there is a 25 per cent underproduction in basic industries. That Red propaganda has been the chief factor in lessening labor efficiency.

That the house shortage is having a demoralizing effect; that it is discouraging marriage and child-bearing, and in the great cities is causing husbands to seek boarding-houses and their wives to return to their parents' homes.

It was upon these and kindred questions that the conference took action.

A resolution was adopted declaring that the greatest obstacle is a shortage of skilled and unskilled labor, and that this can be remedied only by more liberal immigration laws. These laws should permit entry to all law-abiding workmen, and should provide for the weeding out of radicals. A committee was appointed to work for the proposed new legislation.

Another resolution, pointing out that much money in the past invested in first mortgages on dwellings is now used on non-taxable investments, asked for exemption from income tax on investments based on dwellings. The resolution urged the enactment of two bills now before Congress embodying this idea.

The bill introduced by Senator William M. Calder to extend certain Government aid in home-building for workers was endorsed and Federation members were asked to work for its passage.

Creation of a Division of Construction in the United States Bureau of Standards was strongly endorsed as a means of standardizing building products and bringing about more speedy development in the building industries.

The Federation also appointed a committee to gather and disseminate information as to fire causes, with a view to reducing the nation's losses, which have reached a point where 50,000 lives and a billion dollars' worth of property are the annual toll.

The conference endorsed the plan for a National Thrift Week, which will begin January 17 each year. January 20 will be observed as "Own Your Own Home Day." A committee will co-operate with the National Thrift Week Committee of the Y. M. C. A.

After adoption of this set of resolutions, the conference re-elected Ernest T. Trigg, Philadelphia, president of the Federation; A. M. Maddock, Trenton, N. J., treasurer, and J. O. Frazee, Philadelphia, secretary.

The country was divided into 12 districts on the order of the

Federal Reserve Bank districts, and a vice-president elected from each territory.

These districts follow:

Boston, F. T. Miller, president F. W. Dodge Co.; New York, Dr. J. T. Duryea, Pierce-Butler-Pierce Manufacturing Corporation; Philadelphia, Col. John R. Wiggins, John R. Wiggins, Inc.; Cleveland, John A. Kling, Kelley Island Lime & Transportation Co.; Richmond, Gen. R. C. Marshall, Washington, D. C.; Atlanta, Col. Sam Tate, Tate Manufacturing Co.; Chicago, B. F. Affleck, Universal Portland Cement Co.; St. Louis, Geo. W. Simmons, Simmons Hardware Co.; Minneapolis, L. S. Gillette, Plymouth Investment Co.; Kansas City, Walter S. Dickey, W. S. Dickey Clay Products Co.; Dallas, J. H. Kirby National Lumber Manufacturers' Association; San Francisco, John Garland, National Association of Real Estate Boards.

Mr. Trigg, in opening the meeting, reviewed the progress made during the last year, pointed to the many obstacles that the industry must overcome if the nation is to go forward with a logical building program and urged strongest co-operation morally and financially.

"The Federation cannot, and will not," the speaker said, "promote the aims of any single branch of the building industry. By this I mean, for example, that we cannot urge greater use of concrete in place of brick. In a word, the Federation is going to work for the combined, composite interests of the building industry."

He pointed to the need of new legislation, and declared that while it would be impossible for one branch of the industry to obtain the ends sought, the combined effort of all branches, through the Federation, undoubtedly could acquire these objectives.

The speaker gave particular attention to the question of standardization.

"Anything that will tend to curtail labor or shorten the time of finishing a building not only is good for the industry, but is of signal service to the country as a whole."

Industrial arbitration, Mr. Trigg said, is of paramount importance. It would be a great forward step if the Federation were able to work out a plan under which agreements could be reached without protracted legal battles and resultant delays in building.

"The machinery this Federation should set up would have as its chief purpose the elimination of these troubles and hence the elimination of burdensome expense and trying delays," he said.

To further the aims of the Federation along this and other lines, Mr. Trigg announced the set of new by-laws which provide for the establishment of the 12 territorial districts. There is one director in each zone and one vice-president. This method will permit of the furthering of the Federation's aims in every community throughout the year.

Ralph P. Stoddard, secretary-manager of the Common Brick Manufacturers' Association of America, criticized the action of the Government in placing restrictions on the building industry, particularly in placing it in a class with non-essentials.

"We certainly were not a non-essential when we were straining every resource to hurry construction of cantonments," he said. "It is equally important today that we be given every possible aid in carrying on a building program that will lift the nation out of the present chaotic situation."

He said the Federation should announce its "declaration of independence" and impress upon Congress the need of assistance rather than the further setting up of insurmountable obstacles.

Speaking of the general subject of industrial relations, Governor Henry J. Allen of Kansas brought the delegates to their feet with applause when he said the time had arrived for the Government to take a firm stand in labor disputes that cause public suffering.

He told how Kansas, when the State was imperiled by a coal strike, obtained quick relief by taking over operation of the mines.

and later enacted legislation that put an end to strikes in that State.

"When this proposed legislation came up for action, the aristocrats of organized labor—the heads of the four big brotherhoods of trainmen—with Gompers phraseology, came promptly forward with strong arguments. They thought they could do with the Kansas Legislature what they had done with our national Congress. But the bill, which prevents strikes that threaten the public welfare, was passed.

"Now we are doing more for labor than they were able to do for themselves. They have the support of the Government when such support is deserved.

"Society," he concluded, "has found fit to take a hand in recognized crime. It is equally essential that society, the Government, take a hand in industrial warfare."

There is only one avenue open to the nation's shippers and the railroads if conditions are to be speedily improved. It is utmost confidence and co-operation.

This was the message of Robert C. Wright, general traffic manager of the Pennsylvania Railroad Co. and chairman of the traffic section of the American Railway Association.

In what he characterized a "heart-to-heart talk," he counseled the laying of all cards on the table. "We are partners," he said, "and no partners ever succeeded unless each placed trust in the other. We realize that in the past our goods have been bad. The railroad men of America want to sell better goods. They want to provide the best possible service.

"I doubt if anything in the construction business has increased as little in the last three years as railroad rates. The only possible way to get service is to pay for it. Do not tie the hands of the railroad officials. Allow the increases where they are necessary. Let's settle our troubles between ourselves, work together, pull together. In the past the railroad officials settled various problems as they thought best. In the future they will come to you for advice. They invite you to bring your troubles to them. We will be only too glad to use your medicine instead of our own, where possible."

He urged the Federation to appoint committees authorized to confer with the traffic section of the Railway Association on problems affecting the construction industry.

E. G. Sutton, business manager of the National Association of Sand and Gravel Producers, warned that unless there is quick improvement in transportation facilities the country generally will suffer. He said there is urgent need of construction of many factories, but that it is utterly impossible to push this work because of handicaps. He, too, urged co-operation with railroad officials and added that the industry, failing under such method, should present a solid front and seek relief from the Interstate Commerce Commission.

He expressed the belief that strikes among the railway brotherhoods may be brought about in September after the Government relinquished control over wages.

"The guarantee of 5½ per cent under the Esch-Cummings bill will not work out in favor of the shippers, because the incentive for enterprise is nullified," he said. "A further increase in freight rates will call a halt in the building of homes, because the freight on building materials is too high proportionately, even now."

Major J. L. Clarkson and John C. Frazee, both officials of the Federation, said the United States is short 2,000,000 homes. For every 121 families there are only 100 houses, the unlucky 21 being compelled to find shelter in quarters already occupied. This shortage is being felt throughout the country, Major Clarkson said, in the large progressive cities as well as in the small towns.

Roland B. Mahany, assistant to the Secretary of Labor, advised the construction operators to do all in their power to make for co-operation between capital and labor.

Other speakers named finances and costs as two leading hindrances to home-building. They urged that the Government rediscount second mortgages for building and loan associations and similar institutions without profit.

"This, we are certain, will relieve the second mortgage money market," said Major Clarkson. "If this condition is alleviated, one great obstacle will have been removed and building will be resumed with a rush."

Standardization of materials used in homes is also an essential factor, Major Clarkson said. It will shave down prices considerably. "But what is equally important, it will increase production," he added.

"What I mean by standardization is not the construction of a million or even two homes that look alike. We want merely uniformity in the component parts of houses and other buildings. For instance, there is no artistic or other justification for having every batch of window frames manufactured of a different size. There can be uniformity in the component parts of buildings, just as there are sizes in clothing, and yet these houses can have their individual designs. This, our investigations have demonstrated, will enable building to go faster and at lower costs."

The continuing directors are:

Col. John R. Wiggins, contractor, Philadelphia; E. T. Trigg, paint, Philadelphia; A. M. Maddock, plumbing goods, Trenton, N. J.; Col. Sam Tate, marble, Tate, Ga.; B. F. Affleck, cement, Chicago; Walter S. Dickey, clay products, Kansas City.

The directors nominated are:

Franklin T. Miller, publications, Boston; Dr. J. T. Duryea, radiators, New York; Dr. A. Garber, contractor, Northeast Construction Co., New York; H. M. Keasbey, fireproofing, New York; R. P. Miller, engineer, New York; John C. Frazee, Philadelphia; John A. Kling, constructing machinery, Cleveland; Capt. Charles W. Brown, glass, Pittsburgh; Gen. R. C. Marshall, engineer, Washington, D. C.; John L. Saul, lumber, Birmingham, Ala.; H. L. Matz, brick, Chicago; Richard E. Schmidt, architect, Chicago; Fred W. Upham, gravel and stone, Chicago; George W. Simmons, hardware, St. Louis; L. S. Gillette, investments, Minneapolis; Charles S. Keith, lumber; J. H. Kirby, lumber, Dallas, Tex.; John Garland, real estate, Los Angeles.

A staff council made up of the staff personnel of national, regional and local associations having to do with various divisions of the construction industry was organized. It includes secretary managers, district managers, legal counsels, traffic managers, engineers, publicists and statisticians.

The members of this council will work collectively on matters of common interest to the industry as a whole. It is expected that much of the constructive work done through the agency of the Federation will be initiated by the staff council or by its various sections.

The staff council will provide the technical skill and an advisory board will pass judgment where great national policies are involved.

Memphis to Export Direct to Cuba.

Memphis, Tenn., March 29—[Special.]—By the first of July, 1920, Memphis will be a seaport.

Freight of all kinds will be exported from this city by the Sugar Products Company to Havana and Cuban points, according to an announcement made this week by J. L. Nessly, manager of the Nessly Company, agents in this territory for the Sugar Products Company.

The announcement follows a visit here by A. I. Kaplin of New York, president of the company, who authorized a statement that an enormous warehouse will be erected at once at Illinois street and the river front, and that another great storage tank with a capacity of 750,000 gallons of molasses will be built near other property now used by the company.

Light-draft steamers plying the trade from New Orleans to Cuban points hereafter will be brought through to Memphis, where they will unload molasses cargoes and load freight for exporting.

Docks at the river front will be improved and electric carriers installed. The first warehouse, of concrete and steel, will be 100x200 feet, with railroad connections. Three more barges are to be purchased and put in service and approximately \$1,000,000 expended in improvements.

"We already have contracted to handle cargoes of grain, feed, piping and wire fencing in big quantities from Memphis," said Mr. Nessly. "We are entering the business with a complete assurance of success, for it is not an experiment at all. We know Memphis will give us cargoes for export trade which we believe will necessitate increase in our facilities even sooner than we had at first planned."

Outlook Promising for Strawberry Crop.

Raleigh, N. C., March 24—[Special.]—The strawberry crop, though unusually late this year, promises well. The acreage is about the same as last year. Shipments are not expected to begin before May 1. Last year the first car went forward April 8 from Chadbourne, which is the center of the industry.

Trade Organizations of Country Greatly Stirred by Court Decision in Hardwood Case

[Special Correspondence Manufacturers Record.]

Memphis, Tenn., March 22.

Announcement from Washington that the Department of Justice has placed all trade organizations exchanging trade information in the same category with trusts has created a stir in business circles throughout the United States.

Letters and telegrams received in Memphis recently indicate that trade organizations are preparing to fight for the right to gather and disseminate information helpful to members in marketing their products, and that the fight will be carried to the Supreme Court of the United States for a definite interpretation of this phase of the Sherman anti-trust law.

The Government's recent victory in obtaining a preliminary injunction, through Judge John E. McCall in District Federal Court at Memphis, restraining operation of the open competition plan of the American Hardwood Manufacturers' Association, has created more interest in business circles than any legal proceedings since pre-war days.

It was charged by the Government in its suit against F. R. Gadd, manager of statistics, and 333 members of the open competition plan, that the lumbermen conspired to curtail production and enhance values of hardwood lumber by means of stock and sales reports showing prices each member had obtained for their lumber. These reports were about two weeks old when received by members, and the reports exhibited in court showed a price spread as great as \$70 on a single item.

The lumbermen emphatically denied that they had conspired either to curtail production or to enhance values, and introduced numerous affidavits to the contrary. The preliminary injunction against the plan was issued largely upon the face of letters from individual members saying they had been able to market their lumber more profitably as a result of information received in the sales reports.

Attorneys for the Hardwood Manufacturers' Association are hastening completion of the record of the preliminary hearing in order that they may appeal as early as possible to the United States Circuit Court of Appeals at Cincinnati for a writ of supersedeas. They feel confident that a wider hearing of their case will show they have been wholly within the law.

Lumbermen are at a loss to understand why the Federal Government assists in furnishing complete daily market information to cotton and grain interests, and at the same time denies business men in other lines of endeavor the right to gather market information about their own industry at their own expense.

For instance, a cotton planter has daily information as to the market price of his product, the number of bales sold and unsold, the acreage and condition of the new crop, and kindred data. On the other hand, the Government contends that a lumber manufacturer must not know what his competitor is receiving for his lumber nor has a right to know the amount of oak, ash, gum or other woods on hand.

When the open-competition plan was devised three years ago by a group of hardwood lumber manufacturers, some of the most eminent lawyers in the United States pronounced it to be wholly within the law. The plan was fully outlined at the time to the Department of Justice and the Federal Trade Commission, and copies of every report have since been filed with those agencies.

Judge C. B. Ames, assistant to the Attorney-General, in arguing the Government suit in Memphis, explained that the Department of Justice is not permitted to pass upon the legality of matters presented by citizens, but that the department credited such citizens who announce their intentions with having proper motives.

There being no official governmental agency to give guidance, the lumbermen were forced to rely solely upon the advice of counsel and their own good intentions.

After reviewing the preliminary hearing of the Government suit, the lumber interests feel that a chain of circumstantial evidence, rather than the facts of the case, defeated them in the first round. They hope that amplified testimony will exonerate them as the case proceeds through the courts.

When America entered the war and the Government began to

mobilize industries it was discovered that the lumber industry was more loosely organized than any other line of business. This was due largely to the fact that lumber manufacturers generally had feared the Sherman law boggy and had been slow to enter any association. But when the Government appealed to them to come together and supply production and other statistics, they readily joined associations for that purpose.

Throughout the period of the war the Southern hardwood mills almost entirely discontinued the manufacture of commercial lumber. Fully 75 per cent of the mills went into war work and supplied the Government and the Allies with ship timbers and stock for artillery wheels, airplanes, army escort wagons, and other military uses.

Cost of production mounted steadily during the war. Labor was scarce, and in order to keep stocks rolling toward the war industries, wages were advanced again and again. The cost of production increased 100 per cent in 1917-18.

When the armistice was signed, stocks of commercial hardwood lumber were very low. While the cost of operation had doubled, the price of lumber advanced less than 50 per cent over the pre-war level.

The year 1919, cited by the Government as the period of inflated prices, was the most abnormal year in the entire history of the lumber industry. It began with a period of hesitation while America was struggling with the feverish transition from war to peace. No one could foretell what was about to happen. No one knew exactly how to readjust business conditions to the new basis. With the world war ended it was expected that Europe would turn immediately to America for every commodity needed for rehabilitation.

Believing that the foreign demand for hardwood lumber would materialize early, hardwood lumber manufacturers appealed to domestic buyers to place orders before Europe began buying. Domestic buyers were warned that prices were sure to advance when the export trade opened after four years of inactivity.

But domestic buyers held off. They believed prices would drop.

The foreign demand did not materialize as rapidly as expected, although some hardwoods moved overseas from April until June. But a new and entirely unexpected equation entered the field of production. It rained, and then it poured. The forests became so thoroughly flooded that logging operations were almost impossible. On June 1 the precipitation had amounted to 27.69 inches, an excess of 3.02 inches over normal. The total rainfall in 1919 amounted to 56.93 inches, an excess of 7.48 inches.

Throughout almost the entire year the Southern hardwood forests were flooded. The small available supply of labor rebelled against invading the water-soaked forests. The production of logs dropped far below normal. Even when logs were removed from the woods it frequently happened that there were no cars to transport them to mills.

Meanwhile domestic consumers realized there was no chance under the circumstances for the market to break. Orders for furniture, automobiles, wagons and agricultural implements had piled upon them. The very buyers who had refused to buy when prices were low and conditions were favorable swarmed South and fairly fell over one another in an orgie of frantic bidding for available stocks. Each buyer seemed determined to outbid his competitor for hardwood lumber. They begged for lumber at any price, and the harder they bid the harder it rained.

With orders piling up on them at unheard-of prices, manufacturers generally tried again and again to increase production. But machinery and supplies were hard to get, and still it rained. In periods when logging conditions were more favorable, mills were operated to capacity. Buyers were willing to accept even green lumber.

The Government assailed the lumber manufacturers for not running their mills at night. It has been proved repeatedly that night operation in the hardwood field is an unsound policy economically. It is impossible to get either quality or quantity from the log cut at night. Notwithstanding this fact, the emergency

was so great that many mills did operate at night when logs were available.

Lumber manufacturers are spending money recklessly in an effort to increase production while the demand is so strong, but the elements are still against them. Seven inches of rain has fallen over the Southern producing region in the last two weeks, making logging operations extremely difficult.

Government to Move Vigorously Against Price-Fixing Following Memphis Decision.

Reports from Washington state that the Department of Justice has decided to move with the utmost vigor against the so-called trusts and all corporations engaged in any effort to standardize prices. In accordance with this determination a new indictment has been procured against the Colgate Company, charging violation of the Sherman anti-trust law in having enforced a standard price for its products. A previous decision was in favor of the Colgate method of maintaining a fixed price.

Senator Dial Points Out the Great Value of Our Consular Service and the Opportunity It Offers for Young Men.

United States Senate,
Washington, D. C., March 16.

Editor Manufacturers Record:

Long ago I remarked with satisfaction your interest in the consular service, at a time when your Southern readers as a group knew little of it and cared less. I have noted with pleasure that this interest has been a sustained feature in your editorial policy, and I do you no more than justice when I say that to you in major part is due the gradual awakening of the Southern business community to the importance of our consular establishment with respect to their own concerns.

I would like to see more of our young men take the consular examinations. The service as now organized offers a very attractive career. I hope to contribute through my work in the Senate toward making it still more attractive. I would like to see our business men made more familiar with its performances, promise and possibilities. Some of the best men we have abroad are from my own State. I write to them and I neglect no opportunity of conferring with them when they come home on leave. It so happens that I have always had a sympathetic eye on the service, and as a business executive I have had reason to value and respect it increasingly. I assume, therefore, no credit for my own interest. I hope that other public men, especially of the South, may be led to closer acquaintance with the service, and particularly at this time.

Our foreign trade prospects were never so extensive and alluring, but our exploitation of these prospects is going to be gauged by the consular facilities we provide. Individual enterprise may here and there achieve brilliant results, but if we are to make progress all along the line in foreign trade, to consolidate, hold and extend the ground gained in the great advance now beginning, we must expand and fully utilize this agency, which, to carry further the military figure, may be called our service of information and security, our service of liaison as well.

That nation which maintains the best consular establishment and most fully makes use of its services will in the long run win and deserve leadership in world trade. Having the best consular service does not of itself assure leadership, but the relation is reciprocal. The nation which has the enterprise, energy and vision to seize and hold leadership will in the exercise of the same qualities develop the best consular service, which for its part will powerfully promote its progress toward leadership. An excellent consular establishment is therefore both cause and effect.

N. B. DIAL.

Revised Text of Federal Reserve Act.

A book containing the Federal Reserve Act, revised to include all amendments to December 24, 1919, has been issued by the National Bank of Commerce in New York. The volume is prepared for reference purposes, being fully indexed and provided with marginal annotations. Several of the amendments are particularly significant in connection with recent international developments affecting American banking.

Southern Industrial Activities During March.

Industrial and building activities throughout the South have been increasing generally during the past several months. Practically every character of enterprise connected with manufacturing from raw materials was announced for establishment, and many existing enterprises determined plans for increasing their facilities, besides many buildings not directly connected with industrial pursuits. During March the MANUFACTURERS RECORD presented 4786 industrial and building items containing the essential detail of many plants to be established or enlarged, besides buildings for other than industrial purposes. There were 1975 industrial development items, 1317 building reports, 23 items of railroad construction, 629 of financial organizations, 698 items of prices and information wanted on many different classes of products, including 31 from foreign countries.

Coal mines, oil mills, drainage systems, electric plants, flour mills, foundries, hydro-electric developments, lumber mills, railway shops, road and street construction, textile mills, water-works, etc., were among the industrial developments. Apartment-houses, bank and general office structures, churches, city and county buildings, courthouses, hotels, railway stations, schools, theaters, warehouses, etc., were among the many buildings.

The March items (not including buildings costing less than \$10,000 and numerous industrial enterprises of a minor character, but which in the aggregate represent a large investment) are summarized in the following table:

	Totals for March.	Totals for Jan., Feb. and March.
Industrial Developments.		
Airplane Plants, Stations, etc.....	1	4
Bridges, Culverts, Viaducts.....	42	109
Canning and Packing Plants.....	23	52
Clayworking Plants.....	39	107
Coal Mines and Coke Ovens.....	47	162
Concrete and Cement Plants.....	7	25
Cotton Compresses and Gins.....	29	79
Cottonseed Oil Mills.....	3	16
Drainage Systems.....	12	40
Electric Plants.....	81	262
Fertilizer Factories.....	17	42
Flour, Feed and Meal Mills.....	28	125
Foundry and Machine Plants.....	95	249
Gas and Oil Enterprises.....	118	327
Hydro-Electric Plants.....	7	22
Ice and Cold-Storage Plants.....	27	155
Iron and Steel Plants.....	2	12
Irrigation Systems.....	2	9
Land Developments.....	14	45
Lumber Manufacturing.....	108	283
Metal-Working Plants.....	15	51
Mining.....	24	82
Miscellaneous Construction.....	22	71
Miscellaneous Enterprises.....	114	354
Miscellaneous Factories.....	252	777
Motor Cars, Garages, Tires, etc.....	230	796
Railway Shops, Terminals, Roundhouses, etc.....	299	6
Road and Street Construction.....	66	761
Sewer Construction.....	2	177
Shipbuilding Plants.....	13	19
Telephone Systems.....	85	37
Textile Mills.....	76	275
Water-works.....	75	255
Woodworking Plants.....	1,975	239
	1,975	5,955
Buildings.		
Apartment-Houses.....	63	196
Association and Fraternal.....	33	134
Bank and Office.....	90	322
Churches.....	104	398
City and County.....	17	66
Courthouses.....	8	32
Dwellings.....	342	1,182
Government and State.....	17	61
Hospitals, Sanitariums, etc.....	32	128
Hotels.....	76	196
Miscellaneous.....	53	145
Railway Stations, Sheds, etc.....	4	12
Schools.....	223	630
Stores.....	143	528
Theaters.....	39	128
Warehouses.....	73	250
	1,317	4,418
Railroad Construction.		
Railways.....	23	96
Street Railways.....	...	6
	23	102
Financial.		
Corporations.....	168	577
New Securities.....	461	1,272
	629	1,849
Machinery Wanted.		
Machinery, Proposals and Supplies Wanted.....	698	2,114
Fire Damage.		
Fire Damage, etc.....	144	477
Totals.....	4,786	14,918

Two Views of Pink Boll-Worm

UNITED STATES DEPARTMENT OF AGRICULTURE THREATENS VIGOROUS ACTION AGAINST ALL TEXAS IN EFFORT TO COMBAT PINK BOLL-WORM.

[Special Correspondence Manufacturers Record.]

Austin Tex., March 23.

The people of Texas have finally been put squarely in touch with the pink boll-worm menace. The first infestation occurred in 1917, and since that time there has been disposition on the part of nearly the entire citizenship of the State to regard with indifference the agitation concerning the matter.

Apparently they regarded it as something which did not and would not affect them; hence they took small interest in it.

Now the Federal Department of Agriculture has given fair and official warning to the Governor of the State that unless adequate and prompt measures are taken to exterminate—not to control—the pink boll-worm there will be action which will prevent the shipment of either cotton, cottonseed or other products which might carry the infestation from Texas to any other State; and, in addition, that there will be placed upon all freight cars an embargo which will require that they be fumigated and inspected at the border before they are permitted to proceed into any other State.

Such action would nearly spell ruin to the State of Texas, despite its immense wealth. Warning that just that very action was probable in event that adequate protection was not given the great cotton industry of the South has been given through the press and by officials of the Federal Department and of the State Department, but neither the members of the Legislature nor the Governor have been impressed, until the threat is actually and officially made, when they have awakened.

To comply with the requirements of the Federal Department, a special session of the Legislature will be necessary, and, from many viewpoints, this will be almost in the nature of a political disaster to the State, for there is an active campaign under way in the State, the issue being pitched upon whether the National Administration should or should not be endorsed by Texas Democrats; whether former Senator Joseph W. Bailey retains his hold upon the masses of Texas Democrats, and whether prohibition shall prohibit within the State in event that sufficient number of Congressmen can be elected to permit each State to name the amount of alcohol to be included in the so-called soft drinks.

Members of the Legislature are contesting with opponents for their seats, some of them as Democrats and some of them as followers of Bailey; and, beyond the shadow of a doubt, the special session will be filled with political by-play and the pink boll-worm situation may become a secondary matter, despite the seriousness of the situation.

But under the threat of the Department of Agriculture as it is written, that is, unless there is recession upon the part of the department, there is no course open save a repeal of the present statute and the enactment of a new one complying with the demands of the Federal Department.

In this correspondence in the past it has been pointed out that even with the tremendous experience of the ravages of the boll-weevil, there are still farmers in Texas who have declared that they will plant cotton in the infested area. The infestation is now present in only eight of the 250 counties of the State, the pest having been exterminated in four other counties through non-cotton zones; it involves only 15,000 acres of cotton lands, as compared with a total in Texas alone which is threatened of 12,500,000, to say nothing of the hundreds of millions of acres in other cotton States.

To eliminate this class and to lease the entire acreage and devote it to pasturage would cost not more than \$150,000 per annum, or less than \$500,000 for the term of three years, and the Federal Department has already spent \$1,250,000 in the effort to "regulate" the cotton crop of the affected counties. A tax of 15 cents a bale upon the normal production of cotton in Texas would serve to raise a fund sufficient to place all of the affected land under pasture for three years, and a tax of 75 cents a bale upon one crop would give sufficient money for the purchase of all the land.

The Texas Chamber of Commerce called to Dallas many of the

most prominent men of Texas and representatives of the counties affected. These men considered the matter briefly for one day and then decided that there should be a committee named with W. F. Ramsey, head of the Federal Reserve Bank, as the chairman thereof, to make study and then to make recommendations.

At this meeting there was contention upon the part of lawyers who represent the farmers determined to plant cotton that the pink boll-worm found in Harris, Chambers, Galveston, Brazoria, Liberty, Hardin, Jefferson, Jasper and Orange counties are in reality "the same old boll-worm," to hear some of them, and "only the worm found in the niggerhead flowers," when others appeared.

The entomologist of the Federal Department of Agriculture stationed in Texas, W. D. Hunter, asserted that he had not only fully identified the pink boll-worm, but that entomologists representing the other cotton States had identified it, and that other entomologists from the department had identified it—there could be no mistake.

Cotton men will meet in San Antonio to consider the matter. If the Federal Department proceeds with its plans for quarantine, their business is nigh ruined, and they will be open only to the export market. This is now beginning to be realized. It will be proposed at that meeting to assess each member upon each bale of cotton handled, the money to be used as the executive committee shall deem best in preventing the planting of cotton in infested area, but just how the members will view the proposition it is difficult to forecast.

To go back briefly into the history of the pink boll-worm infestation: It was first found in Chambers county in 1917, and shortly thereafter in Galveston, Harris, Jefferson, Hardin, Liberty, Brazoria, Robertson, Ward and Presidio counties. The first seven are located in a group on the southeastern coast; Robertson is in the south central section of the State; Ward is in the extreme western edge, and Presidio is a border county.

At once measures were taken to destroy the crop in the counties named. Promise was made to the farmers that they would be reimbursed for the destroyed cotton, and a strong effort was made to put into effect the non-cotton zone policy, this being accomplished through agreement, though there was much contention upon the part of the farmers affected, who claimed great hardship.

The infestation followed the importation of a considerable quantity of cottonseed from Mexico, which was distributed to many mills, and thence was sold as seed in part and to other mills for crushing purposes.

At the same time there was received in Galveston a consignment of cotton from the agents of Villa in Mexico, and this stuff was stormswep into Chambers, Galveston and Brazoria counties, being afterward gathered up, opened, dried and repacked, and it is deemed probable that there were pink boll-worms therein. However, the theory is that the shipment of cottonseed above referred to was the agency through which the pest was introduced.

Following the establishment of the non-cotton zones, none of the worms were found during 1918, but in 1919 they have reappeared, there having been agreement that cotton might be grown under regulation in the infested areas.

The Legislature, which assembled early in 1919, made an effort to reimburse the growers of the cotton which was destroyed, but failed to enact a measure which was effective, and under a ruling by the Attorney-General the Comptroller has refused to pay the claims presented, which amount to some \$80,000.

This money belonged either to small farmers or to small merchants who had reimbursed the farmers and accepted the claims in payment for supplies. Failure to pay resulted in such sentiment that the agents of the State department of agriculture have been quoted to the effect that it would require a standing army to prevent the planting of cotton in the counties of Chambers, Liberty, Galveston and Brazoria. Many of the farmers and of their friends in business openly declared anarchy and a defiance of any law which sought to prevent them from planting cotton.

When the pest reappeared, in 1919, a lot of cotton was seized

and burned, but the agents of the department have merely seized the cotton since refusal to pay the claims has been made, and some hundreds of bales lie in the cotton-houses and on the ground in the infested counties, the agents having refused to permit the sale of the stuff, but not having dared to proceed with the destruction thereof.

In Robertson, Ward and Presidio counties the pest did not reappear, the policy of absolute non-cotton zones having been adhered to. The utmost vigilance was exercised to ascertain whether the worm had survived and had secured some other plant upon which to live. But they have not been found.

Jasper and Orange counties, lying adjacent to Jefferson, have now been added to the original list, denoting a spread of about 50 miles from the original infection, but it has not been determined whether this came by reason of the moth having traveled or because of infected seed.

During the session of the Legislature there was successful agitation for a law permitting the planting of the crop in the infested counties under "regulation." The representatives of the counties affected were permitted to draw this bill, and it was passed.

Despite the fact that two-thirds of the members of the House and at least a majority of the members of the Senate come from cotton-growing counties, they permitted the representatives of the seven counties to do as they pleased with this bill, which was, as it has developed, one of the most important of the entire session, and less time was devoted to it than to a wrangle over some local measure which involved a few miles of territory lying in one district and coveted by another adjacent district.

The Governor endeavored to satisfy himself that the measure was all right, and was finally prevailed upon to accept it.

The measure is not satisfactory to the Federal Department nor to the agricultural departments of the cotton-growing States. To prevent a general and ruinous quarantine, and it may also be said a just one, for the boll-weevil could have been stopped in Duval county where it first appeared, against the State, which would affect not only cotton, but also corn, hay, grain and other agricultural products, as well as all shipments of freight, it is now necessary to expend \$75,000 on a special session of the Legislature, at a time when politics is rising to warmth and the politicians will endeavor to serve partisan ends rather than the interests of the State.

Is Report of Pink Boll-Worm's Presence in Texas Merely a Myth, After All?

Liberty, Tex., March 24—[Special.]—Is the pink cotton boll-worm, at least so far as having ever existed in Texas, a myth? Notwithstanding the fact that enormous sums of money have been appropriated by the State and Federal governments to carry on a scientific fight against the alleged pest in Texas, it is asserted by scores of cotton farmers of the seven counties of this part of the Gulf coast region, which it is proposed to place under the ban so far as cotton growing is concerned, that pink boll-worms, if they exist in these counties at all, have never caused any damage to cotton.

At a recent meeting of farmers of these seven counties, held in Houston, they perfected the organization of the Cotton Growers' Protective Association. One of the significant statements made at this meeting was that of R. R. Dancy, operator of a gin in Houston, who declared that he questioned if anyone present had ever seen a pink boll-worm.

"I further question if anyone in Texas has ever seen one," he said. "The Government agents have fumigated my plant up one side and down the other, and not a worm has been found."

He asserted that the non-cotton zone is ineffective as a measure to control the pest. The entomologists, he said, assert that a moth lays the egg, and he could not see what would prevent a moth from attaching itself to a train, automobile or wagon and be carried hundreds of miles beyond quarantine lines.

He said that millions of dollars' worth of property had been destroyed by the agents, and stated that it is high time the association took action to show to Texas and the rest of the world that no damage had been done by the "so-called" pink boll-worm. He thought that in the light of the shortage of cotton, farmers should be encouraged to grow cotton instead of curtailing production.

It was asserted by farmers who attended the meeting that the worm found by entomologists in Southeast Texas is also to be found in other sections of the State and has always existed, and that it is not the pink boll-worm, which is so destructive in Egypt and India. It was declared that the Federal and State agents themselves had admitted there had been no damage. It was stated that all infestations announced had been discovered during the months of November, December, January and February, after crops had matured.

The constitution adopted by the association affirms the following:

"We believe in the law of the land, both State and Federal, and that it is wrong to violate the same.

"We believe in life, liberty and the pursuit of happiness.

"We believe a man's rights are unlimited so long as he does not encroach on the rights of others.

"We believe that these rights are inalienable and cannot be circumscribed.

"We believe it is wrong to place us under the non-cotton zone under arbitrary ruling.

"We believe it is wrong to burn cotton and not pay for it.

"We believe the Federal and State governments are misinformed of the damage alleged to have been done or likely to be done in the aforesaid seven counties.

"We believe the so-called pink boll-worm has caused us no damage at all, as in every instance reported the specimens were found after crops had been matured."

In view of the fact that Louisiana has already established a quarantine against Texas cotton because of the alleged existence of the pink boll-worm in this State, the importance of determining definitely whether entomologists have made a mistake in classifying the worm that is found in some parts of Southeastern Texas is very apparent, it is pointed out.

£15,000,000 Company to Be Formed to Foster Cotton Growing in British Empire.

Manchester, England, March 11—[Special.]—In English commercial circles there is determination to increase the growth of raw cotton in the British Empire. Those interested are not satisfied with the proposals and recommendations contained in the recent report of the Empire Cotton Growing Committee. It is held that the suggestions put forward are good so far as they go, but if the schemes proposed are successful they will not mean any important increase in raw-cotton supplies. Yesterday in London there was an important meeting at the House of Commons for the purpose of considering the formation of a company for exploiting cotton growing in some British colony. It is suggested that a syndicate should be formed and a company floated with a capital of about £15,000,000 for developments on commercial lines. The movement is still in its initial stages, and it was decided that the parties interested should meet again next week.

If the project goes forward it is likely that some area in Africa will be selected for the development. In certain parts of that Continent the British Cotton Growing Association has been successful in establishing the fact that cotton growing on a commercial basis is a practical proposition. It is anticipated that the British Government will be prepared to back up such a proposal by assisting the local administration in improving the railways and transport facilities.

It is recognized throughout the country that the one drawback to the Lancashire trade at the moment is the scarcity of raw material, and undoubtedly a definite effort will now be made to increase supplies, especially in British possessions.

Why No Price Fixing on Cotton Goods Will Be Undertaken in Georgia.

Atlanta, Ga., March 26—[Special.]—The Federal Fair Price Commission of Georgia, of which John A. Manget is the chairman, decided at a meeting in Atlanta this week that no attempt will be made to fix the prices of cotton goods sold at the mills, because it was shown less than 10 per cent of the cotton goods manufactured in the State are sold in Georgia.

Land Clearing and Wood Utilization by Distillation*

By W. R. JAMES of the Hercules Powder Co.

Early in 1918 our attention was directed by officials of the United States Department of Agriculture to the problem of developing the cut-over long-leaf pine lands of the Southern coastal plains. In approaching this problem we realized that it is not a new one. Agricultural authorities have given the subject serious study for many years.

The long-leaf pine lands include most of the area of the coastal plains extending from Norfolk, Va., to Galveston, Tex., lying between the Piedmont section and the sea coast, excepting only the alluvial tracts of the Mississippi Valley. The soils of this region are predominantly sands or sandy loams, and, with the exception of swamp land, are, or were, covered almost entirely with long-leaf pine timber. Some of them are fertile and adapted to general farming while some are too poor to be attractive, except for the purpose of reforestation. Over 100 soil



LONG-LEAF PINE STUMP REMOVED MECHANICALLY. THE TAP ROOT IS LARGER THAN THE PART WHICH WAS ABOVE GROUND.

types have been distinguished in the territory embraced. According to seemingly reliable estimates, 76,000,000 acres have been cut over, and the sawmills are adding to this immense total at the rate of 10,000,000 acres a year.

Owing to climatic conditions, which are favorable alike to health and to agriculture, and also to the fact that this land is almost the last available large area open to agricultural development in this country, the problem of its ultimate reclamation is one of paramount importance. Agricultural settlers have endeavored to bring the land into cultivation from time to time, but the high cost of clearing has been a serious deterrent to this work. Unfortunately for the would-be settler, the long-leaf pine stump does not decay rapidly, as does the hardwood variety. The tendency of the former to turn rich or fat prolongs its existence almost indefinitely. Moreover, nature provided the long-leaf pine tree, over most of its range, with enormous tap roots which increase the difficulty of removing the stump.

Where these lands are of very high agricultural value, as in the citrus sections, the cost of clearing is easily justified. But this is not the case with most of the vast acreage involved, and in any case it is obvious that the presentation of a method which will materially reduce the expense of clearing these lands, will be a valuable contribution to Southern agriculture.

Officials of the States Relations Service of the United States Department of Agriculture called our attention to the fact that the long-leaf pine stump of the South contains resinous matter of commercial value which may be recovered by distillation. They suggested that the Department would be interested in any experiment we might care to make in the utilization of stumps to offset the cost of pine-land reclamation.

After seeking advice from the Bureau of Chemistry, we made a preliminary investigation of commercial distillation plants. We soon realized, however, that in order to get accurate information on this subject in its relation to land clearing, we should have to build a plant and operate it. As manufacturers of

explosives, we had been interested for years in the subject of land clearing, and this proposal seemed to fit in with our general activities, so we proceeded to carry out the experiment. It has convinced us that the operation of one or more distillation plants in connection with the removal of long-leaf pine stumps will materially reduce the cost of the latter operation, and that under the most favorable circumstances it will more than pay for the clearing.

In October, 1918, a site was selected in South Mississippi on the Gulf & Ship Island Railroad, seven miles north of Gulfport, Harrison county. There we found what we regarded as fairly average conditions of soil and stumpage. There is no question that there are millions of acres better suited to work of this kind than the spot we chose.

In conducting the experiment, it was our purpose to determine the cost of removing the stumps, the type of plant best suited for small scale distillation, the cost of construction and operation, and the value and salability of the products recovered.

For the purpose of obtaining accurate cost figures, 25 acres of cut-over pine lands were surveyed and subdivided into one-acre and five-acre tracts. The land was rolling in character, one-half being high and dry, and the other half low and wet. The timber had been cut off twice in the past 15 years, the last time about six years ago. The age of the stumps varied, therefore, from six to fifteen years. A careful record was kept of the material and labor employed, the number of stumps, and their weight per acre.

As the wood must be broken up into pieces that can be easily handled, whether it is designed for the retort or the furnace, blasting was the best means to use, as it removes and splits the stump in one operation. The custom and desirability of shallow plowing in the pine lands made it unnecessary to remove the tap root below a distance of 18 inches from the surface. This did not leave deep holes in the ground such as those that are made when the whole tap root is pulled out by mechanical means. As the tap root contains no resin, and is not needed for fuel, leaving it in the ground cuts down the quantity of explosives necessary, and possibly benefits the soil by its decay.

Results showed that the 25 acres had been cleared for a total cost of \$780.04. There were recovered 124.10 tons of stumps, at an average cost of \$31.20 per acre and of \$6.28 per ton.

The opinion is expressed there are millions of acres of cut-over



THE HERCULES EXPERIMENTAL DISTILLATION PLANT NEAR GULFPORT, MISS.

long-leaf pine lands that can be cleared at a figure close to \$30, millions more that will run higher than this, and other millions that can be cleared for less.

The process known as destructive distillation was adopted as least expensive and best adapted to the situation, one which can be carried out with relatively inexpensive equipment, and, therefore, there was no choice in the matter of its selection. This produces charcoal, tar and a product generally known as mixed tar oils.

There are many types of apparatus in use for destructive dis-

*Extracts from paper delivered at Agricultural Extension Directors' Convention at Gulfport, Miss., December 18, 1919.

tillation. The cheapest outfit consists of an ordinary pit kiln. This makes a good tar, but an unsalable charcoal when resinous wood is used. The yield of tar is less than can be secured from a closed retort, and as the kiln is well known in the pine belt, its non-use for land clearing purposes indicates that some other type would be more satisfactory.

We selected a small size horizontal retort, the one-cord size, 4 feet 9 inches in diameter by 9 feet 3 inches long, which, experience has since demonstrated, was slightly too small for the most economical handling. The advantage of a retort of approximately this size is that charging and discharging can be accomplished quickly by hand.

The cost of equipment and construction was \$4046.82. As a matter of accurate records was more important than any other factor in the cost of our experiment, we went to some expense which would not be necessary in the instances of the average operator. The plant was built in the height of the war period when labor was even more scarce than it is today, and when it was extremely difficult to get prompt deliveries without paying a premium. It was located in an isolated spot where it was not possible to take advantage of any existing buildings. New equipment was used, whereas in many cases it is possible to make use of a second-hand boiler for a retort and other second-hand material. We believe it is possible to construct a plant with a slightly larger retort, using new equipment, for about \$3500, and this can be further reduced in cases where suitable second-hand material is available.

In operating the retort it was only necessary for the fireman to properly regulate the temperature and to see that the water in the condenser tank was kept cool. No difficulties were encountered from this source, but in the event of a serious stoppage, it is necessary to draw the fire and pass the gas into the outside air.

Two different schedules were employed for purposes of comparison. On the 24-hour schedule the average yield was 62.29 gallons of tar and oil, and 463 pounds of charcoal for each ton of wood distilled. On the 36-hour schedule the average yield was 76.40 gallons of tar and oil and 411 pounds of charcoal. The selling price for the oil was the same in each case, 18 cents a gallon—a very low figure. The charcoal was disposed of at 1 cent a pound. The operating profit per acre on the 24-hour schedule was shown to be \$12.33, and on the 36-hour schedule \$12.81. In the latter case the increased yield of tar and oil more than offset the higher cost shown by the figures on labor and depreciation, and the decrease in charcoal yields.

It seems impossible to escape the general conclusion that

destructive distillation offers great possibilities for anyone who contemplates clearing long-leaf pine land on a fairly large scale. Experience proved that our retort was slightly too small. We were forced to employ three men constantly, but where it is possible to employ one man for part time, the labor costs for a plant of this size can be slightly reduced. We sold our oil at a very low figure. At the present time it sells readily at around 30 cents per gallon, and brokers are offering 24 cents a gallon for the entire output of destructive distillation plants during 1920.

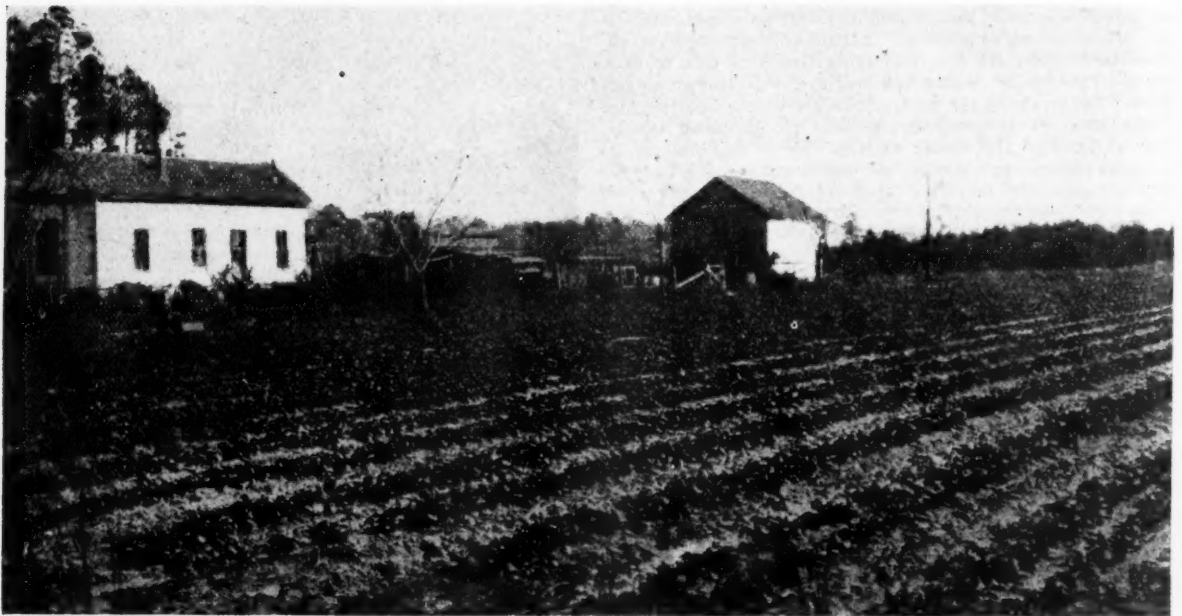
While the figure we got for our charcoal was fair, it was not by any means a top price. On the other hand, our cost figures are very conservative. There will undoubtedly be considerable salvage value in the plant when 1000 acres are cleared. We have made no charge for supervision, because our supervision costs were all out of proportion to the enterprise. It is not necessary for the owner to devote more than one or two hours a day to supervision, except at the start, and this time can be reduced when the operatives learn the work thoroughly.

There is a great deal of land which will yield more wood than that on which we operated, and the profits per acre will be considerably increased on such land. Particularly will this be the case where there is a large amount of down wood which can be gathered at little expense. There was practically no down wood on our land.

While our plant was probably the smallest size that can be profitably employed, larger plants can operate much more economically, and their use seems justifiable on any operation involving appreciably more than a thousand acres, possibly on this acreage.

While our operations show the 36-hour run to be slightly more profitable, it must be remembered that it takes longer to use the wood from a given acreage on this basis than on the 24-hour schedule. Also, it is possible that the difference between the two schedules may not be the same under all conditions and individual operators should test this out for themselves before determining which length of run to use. We found that we got greater yields in 30 hours than in 24, and more in 48 hours than in 36 hours, but the longest schedule decreased profits on account of high labor cost.

Mixed tar oils produced by destructive distillation plants are sometimes referred to as commercial tar oils or, in the trade, merely as crude distillate. They contain a certain amount of turpentine which can be separated by redistillation, but it would not pay to put in apparatus for this purpose in connection with the smaller destructive plants. The distillate is used



A TRUCK FARM NEAR GULFPORT ON LAND FORMERLY COVERED WITH LONG-LEAF PINE.

in many industries, and, on account of the high prices which have prevailed in naval stores during the last six months, its use is steadily widening.

A letter quoted from a naval stores broker pointed out that the crude product, such as was manufactured in the experimental plant at Gulfport, was in demand in tank carlots at 30 cents a gallon at the distillery, that there was every indication, moreover, that both demand and price would steadily increase.

Mixed tar oils are used in the flotation process for separating ores in the mining industry, and in the manufacture of paints, disinfectants, such as cattle dips and insecticides, shoe polish, paper, rope, insulation for electrical equipment, and for many other purposes. This material is readily salable at the present time, but, of course, it does not necessarily follow that this will always be the case. As in most any undertaking of a like nature, there are business chances involved. It is possible that enough plants will be built to flood the market, and cause prices to decline to a point where it is not possible to make a profit. However, our study of the situation makes us believe it is unlikely that such a condition can be created very soon.

The production of gum spirits of turpentine by tapping the trees is on the decline, owing to the diminishing supply of standing timber. In view of this, the prices of naval stores would naturally be expected to advance, or at least to hold firm at a level above that of the years when gum spirits production was at its height. Moreover, the demand for pine products from various industrial sources seems to be expanding. As compared to the output of gum spirits, the production of these plants is so small that it would take a very great number of them to have an appreciable effect on the market. These are the views which are current among naval stores operators and they seem to be based on the best available information.

The use of charcoal as a fuel is so well known throughout the South that comment on this product is unnecessary.

Armour Packing Plant Replaces Overhead Trolley With Tractor and Trailer System.

A fleet of electric tractors hauling trailers will be established in the Chicago plant of Armour & Co. in place of the elevated trolley system which has served the plant for the past 28 years. The new system is in part made necessary because of the additional territory embraced by the packing plant, which in 1917 covered 39 acres. Figures for that year showed that the amount of goods handled by both its elevated road and by hand trucking totaled approximately 405,000 tons annually.

By 1917 the requirements of the Armour plant had outgrown the facilities of the interdepartmental traffic system. Furthermore, the plant experts found, on investigation, that there was a great deal of unnecessary hand trucking done about the plant, which they felt should and could be eliminated. Because of these developments the first tractors were installed at the plant and worked on test along with the elevated trolley system. It was soon discovered that they had certain advantages which the trolley system did not possess. They could go anywhere; they were not restricted to tracks. They could carry goods from the source to their destination. Thus the number of handlings was cut down greatly. And so the fleet of tractors grew in size. Today there are sixty.

Before testing the tractor-and-trailer system against the trolley-car system of transportation, tests were made and costs kept on the tractor system vs. the hand-trucking system. From the assembly-room to the cars the tractors showed a reduction in hauling costs of 25 per cent a ton, which today, by reason of other short cuts, has been increased to a saving 35.244 per cent a ton.

Next came the test between the electric tractor system and the trolley-car method. One branch of the elevated railroad was shut down. A four-week comparison was then made. During the first two weeks the four-wheel trailers and tractors were used, and during the second two weeks elevated trolley-car method was employed. At the end of the test the figures showed that a 16 per cent reduction in costs per ton had been effected through the use of the tractor-and-trailer system.

"We attribute the saving to the fact that the tractors could

go directly into the department and haul the trailers, thus eliminating hand labor required for pushing as well as rehandling from the department floor," says an Armour & Co. report on this subject. "We also noted less overtime hours required to accomplish the loading, better and quicker service, and less exposure of the product to atmospheric temperatures, which, especially in the summer time, was of great importance.

"At present we have 60 tractors in service, all of which are a paying investment. We figure each machine pays for itself in one year's time. In some cases we have saved the labor of three men, and in others as high as seven, by installing a tractor. These installations have been made slowly—that is, one or two at a time, and in every case they make good. In every case the various department foremen have been agreeable to and heartily in accord with the installation of the tractors, as they soon saw the advantages, such as relief from shortage of labor, congestion, quicker service, etc.

"Each of our tractors could, if pushed to the maximum, handle 50 tons of freight per day of 10 hours. These hauls vary from 90 to 1100 feet, but the average is about 400 feet. In most cases the hauls are made over level surfaces. What grades we have to contend with are short, varying from between 10 and 25 feet, the slope of which is from 2 to 10 per cent."

Most of the tractors in use at the Armour plant are of the Mercury make. A recapitulation shows the cost of operation per week to be \$58.90 for a tractor and train of 10 trailers, divided into \$5.30 for overhead, \$4 repairs, \$3 for power and \$36.60 for labor. The outfit handles 60 tons of freight per day, or 360 tons in a week, and the cost per ton on the above basis is 16.4 cents.

Engineering Advertisers' Association Elects Officers.

At the recent annual meeting of the Engineering Advertisers' Associations of Chicago the following officers were elected for the ensuing year:

President—A. H. Hopkins, advertising manager the C. F. Pease Company.

Vice-President—J. J. Arnsfield, advertising manager Fairbanks-Morse Company.

Secretary—G. S. Hamilton, advertising manager American Steam Conveyor Corporation.

Treasurer—E. I. Pratt, advertising manager Kellogg Switchboard & Supply Co.

The following directors were elected to serve two years: L. L. Gerstenberger, assistant general manager Imperial Belting Co.; J. B. Patterson, district manager P. H. & F. M. Roots Company; G. H. Eddy, advertising manager Green Engineering Co.

The directors who have another year to serve are: P. A. Powers, advertising manager Benjamin Electric Manufacturing Co.; H. W. Clarke, advertising manager Chicago Pneumatic Tool Co.; J. C. Kinsley, secretary G. M. Davis Regulator Co.

The retiring president, H. L. Delander, advertising manager Crane Company, was elected ex-officio member of the board of directors.

The following standing committees were appointed:

Publicity—H. L. Delander, Crane Company, chairman; K. J. Evans, Jos. T. Ryerson & Son; A. R. Maujer, Industrial Power.

Membership—H. W. Clarke, Chicago Pneumatic Tool Co., chairman; R. E. Juergens, Crane Packing Co.; H. E. Haase, Cameron Can Machinery Co.

Nitrate from Chile by Warrior River Route.

Birmingham, Ala., March 29—[Special.]—First practical shipment upstream on the Warrior River, nitrate from Chile, has been received here, the shipment coming via Mobile and the river. The product will be used by one of the local powder concerns. The development of Birmingham port is being pushed and considerable progress is noted. Steel shipments down the river are now being made. Coal movements are only limited by the facilities offered for the product. Launching of two of the self-propelled barges being constructed at St. Louis has been postponed until April 17. The Governor of Alabama and a large number of citizens of Birmingham and Jefferson county will attend this event.

The Mexican City Trade Conference.

By WILLIAM F. SAUNDERS, Secretary of the American Chamber of Commerce of Mexico, S. C. L.

The United States-Mexico Trade Conference, which was called by the American Chamber of Commerce of Mexico and held in the City of Mexico, February 11, 12, 13 and 14, was the first conference of this sort ever held in a foreign country under the direction of an American Chamber of Commerce. That it was held in Mexico, a country whose business stability has been in question, and that it was attended by so many representatives of American manufacturers and exporters, as well as Mexican producers and merchants, seems to indicate that commercial conditions are growing better in Mexico. By the way, this is rather proven, too, by a report of the United States Bureau of Foreign and Domestic Commerce, which has just been issued from Washington, showing the export and import trade between the United States and Mexico for the year ending 1919 was greater by \$43,946,114 than the export and import trade between the two countries in 1918. The trade between the two countries in 1918 amounted to \$236,432,103, and the trade between the two countries in 1919 amounted to \$290,378,277. The American Chamber of Commerce of Mexico has been organized for two years, and during that time has been encouraging by truthful advertising, being very cautious not to color the situation too favorably, the entrance of American manufacturers and exporters into the Mexican field. The consequence of this work of the chamber has been that during these two years nearly 100 American houses have gone into Mexican business, some of them by establishing branch houses in Mexico and some of them by choosing agencies from established houses in Mexico.

Mr. Cornelius Ferris, Jr., in charge of the American Consulate in Mexico City, in commenting upon the increasing exports from the United States into Mexico, in a report recently made to the Bureau of Foreign and Domestic Commerce says: "This increase of importations is attributed to the growing tranquillity of the country, the exclusion of imports from Germany, England and other countries on account of the war, and the activity of American representation in Mexico."

For the purpose of clarifying the trade situation between these two countries and of solving the problems of service, the chamber called this trade conference and had prepared by men in Mexico, who have been in business in that country for years, papers on different phases of the trade situation of the greatest interest to the United States and Mexican houses. The papers that were read at the sessions of the conference were upon "Financing the Exports of Mexico"; "Trade-Marks in Mexico"; "Mexican Credits"; "Mexican Agencies and Representatives"; "Foreign Banking in General"; "Banking Facilities in Mexico"; "Mexican Sales Methods, Distribution and Advertising"; "Shipping, Packing, Declarations and Billing of Merchandise," and "Real Estate and Mine Titles in Mexico."

Seven sessions of the conference were held, and there were in the evenings group meetings of Americans and Mexicans interested in the same lines of business for the purpose of discussing more intimately their common problems.

There were present at the conference and registered as delegates 135 representatives of American houses, coming from New York, Chicago, St. Louis, Boston, San Francisco, Los Angeles and smaller cities of the United States where there are manufacturers interested in Mexican trade, and 292 Mexican producers and merchants dealing with the United States.

The officers of the American Chamber of Commerce believe that this trade conference will be very useful to American business in Mexico and intend to call another conference of this sort next year.

One of the best things that came out of the trade conference, not strictly commercial, will be an effort to secure scholarships from American universities for Mexican youths. The conference adopted a resolution, on the motion of Mr. W. A. Penirs of Des Moines, Iowa, to ask American universities to offer these scholarships to Mexican youths, to be chosen by a committee of the American Chamber of Commerce, and the heads of the superior schools in Mexico City.

The chamber has appointed as this committee: F. W. Teele, the general manager of the company in Mexico City which controls

the street railways and the light and power, as chairman; S. W. Rider, the first president of the chamber; H. W. Page, representing in Mexico the Eastern Engineering Co. of Boston, and Orrin W. Cook, missionary pastor in Mexico.

Mr. Teele is a great Rotary Club man, and he has the idea of getting the Rotary Clubs in the United States to become guardians of Mexican youths in the cities where the universities are which offer scholarships, so that the boys may have friendly introductions and help in a financial way—not contributions to their support, but assistance in getting employment which will enable them to work their way through the universities, as American boys often do.

Southern Oil Mills Importing Oriental Peanuts and Soya Beans.

Galveston, Tex., March 24—[Special.]—With the information that the steamship West Cheswald will arrive at this port the latter part of March from the Orient with a cargo of peanuts and soya beans comes the announcement that the cottonseed-oil mills of Texas and Oklahoma are preparing to import enormous quantities of these oil-containing products, particularly from China. It is stated that big shipments of copra, the dried meat of coconuts, are to be also imported from island groups of the South Seas and coconut oil extracted by these cottonseed-oil mills.

E. H. Thornton, traffic manager of the Galveston Commercial Association, in discussing the possibilities of the trade in these products said:

"There is an abundant supply of peanuts in China and other Oriental countries. More than 200 oil mills for the crushing of seed and beans are located in Texas. This represents more than one-third of the total number in the United States. There are about 50 mills in Oklahoma and 40 in Arkansas. Besides these there is under construction at Dallas the \$2,000,000 plant of Proctor & Gamble, which probably will import large quantities of oil-bearing nuts and beans from the Orient and other countries. The oil mills in the Southwestern States are able to consume thousands of tons of nuts annually if operated 12 months instead of 3 to 7 months, as at present, on account of the lack of seed.

"In addition to nuts Galveston has excellent opportunity of importing vegetable oils used largely by lard substitute manufacturers, including packers. The majority of these packing plants are located in the Western territory, tributary to Galveston. With the development of the import cargo business it will be necessary to enlarge the amount of exports available for return trips, including cotton, metals, grain, grain products, turpentine, rosin, agricultural implements, machinery and other manufactured articles produced in the Central West, from which the same export rates apply to Galveston as to other ports on the Gulf.

"These rates are lower than those on the Pacific coast, thus giving exceptional advantage for the development of return export cargoes for vessels bringing peanuts, jute, soya beans, oils and other commodities from the Orient, for which there is ready market in the Southwestern and Central Western sections of the United States.

"These commodities have been imported via the Pacific coast. However, shippers find it more economical in transportation rates and costs to import the commodities through Galveston as a gateway to the Central and South West. Cheaper rail rates apply to these points also, thus making it doubly advantageous for the movement of cargoes destined from the Orient to the central and southwestern portion of the United States through the port of Galveston."

The Cotton Movement.

In his report of March 27, 1920, Col. Henry G. Hester, secretary of the New Orleans Cotton Exchange, shows that the amount of cotton brought into sight during 239 days of the season was 10,343,362 bales, an increase over the same period last year of 1,048,818 bales. The exports were 5,040,352 bales, an increase of 1,603,012 bales. The takings were, by Northern spinners, 1,953,040 bales, an increase of 263,142 bales; by Southern spinners, 3,003,526 bales, a decrease of 137,507 bales.

Ireland's Abounding Prosperity in Contrast With Its Former Poverty

GREAT NATURAL RESOURCES NOW BEING UTILIZED FOR INDUSTRY AND AGRICULTURE.

By BEN K. RALEIGH, London Correspondent Manufacturers Record.

II.

London, March 2.

In a previous article which considered the question: "Is Ireland Prosperous?" statements were made that the people of Erin—the whole people—have never been better off. Some of the detailed reasons for this should be of more than passing interest to readers of the MANUFACTURERS RECORD.

In the first place then, it should be remembered what the war did to all the belligerent countries of Europe and to England, Scotland and Wales, and what it did no less to the neutrals on the continent, who, while not participating in the fighting, were none the less as severely affected economically as any of the belligerents. And after the war came the reaction and the collapse, the release from war pressure and the birth of war weariness, with its loss of production and its hardships all over Europe.

Now Ireland has suffered none of this. It is freely admitted by men of all beliefs that Ireland has been less affected by the war than any other country or part of country in the European grouping. It has been less affected by the peace that followed the war than any other in this same grouping. Everyone who had the ambition or the will or the desire to make money in Ireland has made it in generous measure. The shiftless, the loafer, Ireland has in greater measure than most lands. Irishmen admit it and say the climate is largely responsible. These kind of people, afflicted by a curse which is somewhat similar to the effects of the hookworm, are the kind of people who are pointed out as proof of the tales of hard times and starvation and crushing economic conditions. This is all bosh. The opportunities are there for all who will take them. No Irishman need see his family go without comforts and good food. All he has to do is to perspire gently, not even get into a good sweat. But this class, and it is growing steadily less, refuses even to summon the gentle bead of moisture to the brow.

The main, the great reasons for Ireland's prosperity may be summed up under four points:

1. No conscription. Man power, practically undisturbed to continue the works of peace in the midst of war.
2. No high taxes. Encouragement thus given to produce for enormous profits which could be retained.
3. Fixation of minimum prices for agricultural products.
4. The island self-supporting and self-contained, except for a few minor staples, such as sugar, coffee and tea. This works out in the people receiving high prices for their products and in being able to raise and grow cheaply their own meat and vegetables, etc., for their sustenance and maintenance.

These four points, taken together, explains Ireland's prosperity. In my opinion it is a prosperity that has come to stay.

How many Americans know that today Belfast has five of the greatest industries of their kind in the world? How many appreciate the fact that Belfast is the third port in the United Kingdom? It is so. And Belfast does one-eighth of the entire coastwise shipping of the Kingdom. Belfast has the greatest linen factories in the world; she has great shipyards; she has—this may be surprising—what are claimed to be the largest rope works, and she has enormous tobacco factories. She has huge whiskey distilleries and plants for making aerated water. Belfast hums and goes ahead. She is the commercial center of Ireland. The remainder, the agricultural districts, hum also. The former poor farmer is well dressed, warmly dressed; his wife and children have good, stout dresses and substantial boots. Their rosy faces are the faces of extremely well-fed, healthy people.

"All your people look at the top notch of well-being," I said to an Irishman.

"And why not?" he replied. "We had no rationing of food or of drink all during the war, as they had in Great Britain.

We never knew what it was to go hungry while England was going on short commons of meat, bread, sugar, tea, and other foods. And we had the money to buy the best. We spent liberally, but" he concluded, "even with all our reckless spending, Ireland and her people are better off financially now than ever before in her history."

If you want to get an approximate idea of how greatly Ireland has benefited by the war, turn to the figures of her exports. In 1914 the value of Irish exports was seventy-seven million pounds sterling. In 1915 they amounted to eighty-four millions and in 1916 to 105,000,000 pounds. The figures for 1919 are not available to date, but they have been completed sufficiently to show that they will be in excess of 130,000,000 pounds. This takes no account of the large profits which farmers have secured on the produce required for internal consumption.

The President of the Belfast Chamber of Commerce, speaking at the Irish Convention (documents setting forth the proceedings of which are regarded as secret, but which I have been privileged to examine through the courtesy of Mr. Thomas Moles, Member of Parliament for Belfast), said:

" * * * There is ample money in Ireland now for the development of her resources if only confidence were felt that reckless changes would not work disaster. The truth is, capital is a very shy bird and does not easily roost. We get any amount of advice as to the development of Ireland's industries and resources, but we don't discover a consuming desire in any quarter, because of unsettled political conditions, to risk money in what are essentially speculative undertakings. That High Priest of Radical Finance, the Right Honorable Herbert Samuel, has waxed eloquent on the subject of Ireland's development. Now, Mr. Samuel is a member of a race that has invested countless millions in developing the resources of almost every country on earth, but we don't find Mr. Samuel, or any of his astute Hebrew friends, tumbling over each other to embark their money in Ireland; and that neophytic champion of Irish Nationalism—Lord Northcliffe—has discovered tremendous possibilities in harnessing the River Shannon, but when it comes to a matter of hard cash, he distinctly prefers Newfoundland or Sweden for his money.

"The moral of all this is, Ireland is getting rich and prosperous. Establish confidence in a settled and enduring government and there is ample money for all natural developments.

" * * * We come to the taxable capacity of Ireland. Royal Commissions have sat for months gravely discussing whether 1/20 or 1/15 should be regarded as Ireland's contribution to the Imperial expenses. We need not urge which of these figures is right or wrong, as Ireland has never contributed to the Imperial Exchequer any such proportion, and, as a matter of fact, within recent years, by reason of expenditure occasioned by beneficent legislation, has actually received from the consolidated fund more than she has put in, and, consequently, did not pay a penny either as her share of interest on the national debt, or for her protection by the British army and navy.

"The question of the exact or true revenue of Ireland is one that has caused great controversy, but I think it is generally admitted that the only true guides for any accurate calculations are the treasury officials who have had a life-long training in the preparation of statistics and who are aware from intimate acquaintance with the subject, exactly how to allocate and apportion the different items of revenue.

"With this point assumed, any ordinary business man can calculate how Ireland's balance sheet stands and estimate at the same time the risks which lie ahead following any radical disturbance of present arrangements.

"Ireland's revenue in 1914 was 11,134,500 pounds.

"Ireland's expenditure in 1914 was 12,357,000 pounds.

"The deficit is therefore 1,222,500 pounds.

"Ireland's revenue in 1916 was 17,929,000 pounds.

"Ireland's expenditure in 1916 was 12,597,000 pounds, a surplus of 5,332,000 pounds."

As to taxes, at a time when the people of England are groaning under the weight of a tremendously heavy income tax, the Irishman, unless he desires to drink whiskey and smoke tobacco, is practically immune from taxation, except for the small property or income tax on his valuation.

While Ireland is now more prosperous than it ever has been before, it is not content. "The bleating of the lamb" says the poet, "excites the tiger." Ireland's taste of prosperity has awakened a desire for more in the breasts of all, north, east, south and west, and elaborate plans are in the making to develop the country.

There has been sitting from time to time in Dublin the Commission of Inquiry into the Resources and Industries of Ireland. Newspapers have been forbidden by the Government to publish any reports of the proceedings, not for the reason that the Government objects to publicity of the evidence taken, but because the Commission is associated with the Republican party and is therefore, in the view of the authorities, not entitled to recognition. The witnesses who appeared before this commission, however, held a wide variety of political views. The commission has undertaken to make a complete economic survey of Ireland as a preliminary to reports that should indicate the lines on which constructive work should proceed, so that Ireland's present great prosperity could be assured of continuance. The evidence submitted came from leading authorities of the country. Belfast men and Orangemen, Ulsterites, Home Rulers, Republicans and Sinn Feiners all appeared as witnesses.

Mr. R. A. Anderson, Secretary of the Irish Agricultural Organization Society, giving evidence on milk, milk production and milk products, gave the average yield per cow in Ireland per annum as 400 gallons, and showed how by an efficient cow-testing scheme the yield could be increased to 700 or 800 gallons.

A manager of one of the County Limerick creameries said that all cows which yield less than 200 gallons per annum should be eliminated, the better stock kept and that in a year a great difference would be noted, and the dairy farmer would be more prosperous than ever. "Shoot all the cur bulls," was his recommendation.

The harbor master of Kilmore reported the seas full of fish, and he recommended that steps be taken for curing. It was the opinion of witnesses dealing with the fishing industry that only organization was needed to give Ireland another profitable industry.

When the Commission came to consider sources of power in Ireland, it called as a witness Father Thomas Finlay, Professor of Economics of the National University and Vice-President of the Irish Agricultural Organization Society; Mr. Guinness, a well-known Unionist; Mr. Knowles, managing director of the Irish Packing Company and a Commander of the British Empire, and Mr. Robb. Mr. Robb is a linen bleacher who runs his large works at Portadown solely on peat fuel. He gave figures showing exactly all his costs at every stage. He said that as a result of his practical experience he was convinced that there was not a unit of power used anywhere in Ireland that could not be more economically got from the use of peat fuel than is being got from other sources.

Mr. Tomlinson, an engineer, well known as having specialized in the use of peat fuel, estimated the peat resources of Ireland at six thousand million tons, equal in power to more than three thousand million tons of the best coal, sufficient without the use of any other fuel to last Ireland for another 500 years, and all of it at the moment practically unused.

This witness was followed by County Surveyors who dealt with Irish water-power and gave measurements of this power that they had taken from measurements of the different rivers of their counties. The Surveyor for the County of Limerick had figures and charts and calculations with regard to the water-power of the Lower Shannon.

Mr. George Russell, the practical mystic who writes poetry as "A. E.," and economics as editor of "The Irish Homestead," testified to, as he put it, "the psychological problem of the evolution of business experience and confidence among Irish countrymen." He said that "in the economic sphere of things there is an op-

timism in rural Ireland today, where 20 years ago there was pessimism." As far as swift progress is concerned, he said the Irish farmer becomes as a man in a motor car is compared with a pedestrian. "It is easier now," he added, "to get them, the rural farmers, three or four thousand pounds for some agricultural enterprise than it was to induce them to subscribe three or four hundred pounds seven years ago." He said confidence has been brought about through the establishment of several hundred co-operative societies, the members of which were mainly Irish farmers. He then gave an illustration of the coming of prosperity to the former poverty-stricken farmer.

"The members of these societies," he said, "were, as I have said, mainly small farmers. Most of these men before they joined together in co-operative societies had the most limited experience of business. Their individual transactions, in the great majority of cases, could not have totaled more than a very few hundred pounds. When they became members of dairying or other societies their joint transactions might total anything from 5 pounds to 50,000 pounds a year. Such farmers became members of the committee of management and gradually acquired business experience. They grew more and more confident of their own ability. They were handling very large sums of money, and after some time, during which their business was constantly expanding, the evolutionary product of their experience was confidence in their own capacity to control still larger enterprises, and, what is more, a readiness to withdraw deposits from banks and to back up their confidence in themselves by investing money in these enterprises in an unprecedented scale.

"In effect, these democratic, self-governing agricultural community enterprises are becoming little economic nations, each with its own Prime Minister, Cabinet and Executive, devising policies for local development, and they are now prepared to take part with other communities for national development.

"Confidence has at last led to the Irish farmer putting his hand into his pocket to develop his own industry. He really never lacked capital, but he was afraid to invest his savings, and they lay on deposit in the banks. It was this fear of losing money by investment in enterprises he did not feel competent to engage in which was in the past the greatest obstacle to Irish agricultural prosperity since the Land Acts made his tenure secure. It was a psychological obstacle much more formidable than any material disabilities, and it has been overcome."

To illustrate the business capacity that has been developed, Mr. Russell instanced the Enniscorthy Society, started by a few poor farmers to buy manure and seeds, which now runs a general store, imports machinery, makes saddlery, harness and boots, sells coal, has a butcher's business, runs a sawmill, controls a moving-picture theater, and has a members' deposit account of 16,000 pounds. It was a group of the members of this society who promoted the Wexford meat and bacon factory, whose turnover is half a million pounds a year. Perhaps the most remarkable illustration was that of the Society at Templecrone, in northwest Donegal. The average holding in this district is about five acres, of which about one and one-half is arable land. A group of 14 small farmers started an organization in a one-room shanty in a breen among the rocks. Their united capital was not five pounds. They have built up a business whose turnover is now 70,000 pounds. Among their other enterprises is a factory where about 120 girls are employed who earn an average wage higher than that paid in any other factory in Munster.

One reason for spreading abroad the impression that Ireland is a land of starvation and poverty rather than the direct opposite is found in evidence taken by the commission. It is the fear that foreign money will come in and share the prosperity. Ireland is selfish and wants all its prosperity for itself. Thus there was the peer who conducted an Irish news agency which spread abroad such stories of Irish outrages that foreign capital, as timid as a girl just out of a convent school, was afraid to venture into Ireland. "But," it was said, "for the zone of terror created around Ireland by this patriot peer, with others helping him, Ireland might have been economically conquered by foreigners long ago. Let us favor a policy of economic control over Irish agriculture and industry by co-operative methods rather than to invite millionaires from America or anywhere else to come over."

A reasoned advocacy has been entered by a large farmer from County Dublin for the breaking up of the grass lands of the Midland plain. This action, it is maintained, would add yet more to

Ireland's well-being and spread greater wealth among the mass of the people.

The Government's information is that the area under flax in Ireland was in 1918 approximately 147,000 acres. At the end of that year the Government was advised that in view of the uncertainty as to the future of flax prices, the acreage planted in 1919 would probably fall to 50,000 acres unless the Government guaranteed a minimum price to the growers. That guarantee was given with the result that the area under flax in 1919 was approximately 107,000 acres. The Government now announces that it does not propose to exercise any control or give any guarantee in respect to the 1920 crop. In other words, Ireland is to have a free market, from which she should benefit greatly, as flax supplies are short all over the world.

The Irish woolen trade is now enjoying unexampled prosperity. Woolen manufacturers were very busy all through the war in providing clothing and equipment not only for the British army, but also for France, Italy, Serbia, Russia, and even for American troops. Mindful of the past vicissitudes of their industry, the manufacturers have resolved not to be lavish in the distribution of their gains, but rather to put every penny possible into extensions of their premises and plant and the modernization of their machinery. The old happy-go-lucky spirit has been replaced by a spirit of progress and emulation to make the industry stand in the front rank. There is now an excess of orders, especially from overseas, for blankets, tweeds, worsted, and fine cheviot suitings, fleece fabrics and costume materials.

A project has almost been completed by the Irish Farmers' Union to acquire the munition factory at Arklow, which has been lying idle for 12 months. It is proposed that this huge factory shall be used primarily for the manufacture of fertilizers and manures, and with the power plant and equipment it is believed that agricultural machinery might also be manufactured. The factory is built upon 3000 acres on the coast, and consists of more than 400 buildings. It is part of the project to acquire a small fleet of steamers to import phosphate rock and other raw material.

How largely cotton and union materials are taking the place of linens in the production of Belfast factories may be seen when it is stated that last week as much as 505 tons of cotton yarns were imported, as against only 158 tons for the corresponding week a year ago.

ANNUAL REPORT OF UNITED STATES STEEL CORPORATION.

Large Expenditures Made in South for Shipbuilding Plants, Plate Mills and Additional Coal Properties.

While the annual report of the United States Steel Corporation for the year 1919 shows a considerable falling off in the volume of business as compared with 1918, it nevertheless records a huge total amounting to \$1,448,557,835, which is \$295,754,328 less than the great aggregate of 1918, \$1,744,312,163.

The reasons for this difference are revealed by Judge Elbert H. Gary, chairman of the Corporation, as follows:

"The conditions in the iron and steel industry during the year 1919 as reflected by the operations of the subsidiary companies were varying. During the first five months a comparatively small amount of new business was offered. This was followed by an increasing demand and broadening market for steel products. During the second half of the year, however, owing to shortage in labor, labor difficulties at a number of the mills, the general strike in the bituminous coal industry and insufficiency of transportation service, actual mill operations were seriously handicapped, the output during this period averaging only 67 per cent of normal capacity, and in the month of October it was still lower. For the entire year of 1919 the output of finished steel products for sale averaged 74.5 per cent of capacity.

"On March 21, 1919, the Industrial Board of the Department of Commerce announced a schedule of prices for the principal standard steel products which, after extended investigation, it had concluded was fair and reasonable under the prevailing conditions. These prices were a substantial reduction from those which had previously been quoted by steel manufacturers generally. The subsidiaries of this Corporation promptly accepted this schedule and have since followed it, notwithstanding there has been a steadily increasing cost of operation and production, and that the

demands of customers for materials would have permitted higher prices. The decision of the Corporation in this particular has been influenced by the heretofore announced reasons which from time to time in the past have decided its policy in respect of prices under conditions where the necessities of consumers induce them to bid up the market. At the close of 1919 the tonnage of unfilled orders of the subsidiary companies for rolled steel products was 8,265,366 tons, in comparison with a total of 7,379,152 tons at December 31, 1918. * * *

"The expenditures during the year for extensions and construction, particularly in the case of the manufacturing and shipbuilding properties, and to some extent in the other properties, covered very largely work in completing various additions and extensions commenced in the preceding two years, notwithstanding the comparatively high cost, for increasing and developing capacity to meet the demand for steel products induced by war conditions. At the conclusion of the war, in 1918, important extensions and improvements were under way which were primarily undertaken for the reasons stated, and many of which were at the solicitation of governmental departments and agencies. It was believed that if prosecuted to their completion these improvements, with some changes, would in due course of time be required to meet the growing demands on the industry for steel products. Practically no abandonments were, therefore, made of improvements under way, the work being continued to completion of the several units, and the cost of the same over what the estimated cost of constructing and installing would have been in the pre-war period was charged off to income. During the three years ending December 31, 1919, the aggregate amount absorbed in income and earnings for excess cost of construction outlays over the estimated pre-war period cost has been \$120,297,854. * * *

"The large program for extensions to the Fairfield plant of the Tennessee Coal, Iron & Railroad Co., which was started in the summer of 1917, was practically completed during the past year. These extensions consist of a 45-inch blooming mill, 110-inch sheared-plate mill, combination structural and bar mill, structural shop for fabricating ship material and the building of steel railroad cars, together with shops, foundries and other accessory works. The cost of these improvements has been large. It is believed their completion will afford an outlet for the raw steel capacity of the Tennessee Company, which has been in excess of the tonnage of finished lines which that company has heretofore been equipped to manufacture and dispose of in markets which it could profitably reach. * * *

"Additional expenditures totaling \$5,934,730 were made in 1919 in the completion of the construction of modern shipbuilding plants at Kearney, N. J., and on the Chickasaw River near Mobile, Ala. These plants are now completed. To the close of 1919 there had been finished and delivered from the plants 30 ocean-going steamers, total deadweight tonnage 302,190, and on December 31, 1919, there were three vessels in the fitting-out basins nearing completion and 13 on the ways in various stages of construction.

"Additional payments totaling \$6,857,430 were made during the year on account of the purchases of acreages of steam coal in the Pittsburgh district, Pennsylvania, and of coking coal in Letcher and Harlan counties, Kentucky, which were referred to in previous years' annual reports. In this last-named district large additional outlays were made in completing the development of the properties. The mines opened in this district produced 1,242,639 tons of coal in 1919, all for use in by-product coke ovens of the subsidiary companies.

"There was expended during the year \$6,080,796 on account of the construction of 21 cargo steamers designed to be operated by Corporation's subsidiaries in connection with their export business and trade. These ships are being constructed at the ship yards before mentioned."

The average number of employees during the entire year 1919 was 252,106, a decrease of 16,604, or 6.18 per cent, as compared with 1918.

The comparative income account shows earnings of \$152,290,639.24, a decrease as compared with 1918 of \$55,990,464.90. After the payment of interest on bonds, mortgages, premiums on bonds redeemed, charges and allowances for depletion and depreciation, replacement and sinking funds, dividends, etc., there was a surplus net income of \$26,159,780.55, a decrease of \$2,775,569.77 in comparison with the previous year.

Bethlehem Steel Shows Active Progress.

In the annual report of the Bethlehem Steel Corporation for the year 1919 Charles M. Schwab, chairman of the board of directors, says to the stockholders:

"One of the most important developments in progress at this time is the building of vessels for carrying ore from our Chilean iron-ore property. The development of transportation facilities for this important source of supply of our raw materials was suspended during the war, but this work will now proceed as rapidly as deemed expedient. Under arrangements made with important oil-producing interests, orders have been placed with Bethlehem Shipbuilding Corporation, Ltd., for two vessels of a cargo capacity of 20,000 tons each, carrying either oil or ore. This arrangement will assure cargoes of oil southward, balancing northbound oil tonnage.

"Present indications are that your steel plants will be working to full capacity during current year. All shipbuilding plants have booked their entire capacity for current year and considerable tonnage for 1921 delivery. Export business of your corporation developed through Consolidated Steel Corporation has shown a steady increase throughout year, all tonnage allotted by your corporation for export having been sold."

The report notes the fact that the Penn-Mary Coal Co., a Bethlehem subsidiary, issued \$5,000,000 first mortgage 5 per cent 20-year bonds in part payment of Elkin Coal & Coke Co. properties, including about 46,000 acres of coal lands in West Virginia, together with mines and mining equipment.

Chairman Schwab also says: "The shipbuilding plants have been improved both in point of productive capacity and economy of operations. A plant at Redington, Pa., formerly used for manufacture of war materials, has been converted for production of standardized ship accessories for use in all shipbuilding plants of your corporation as well as for the trade. In pursuance of the policy of developing repair facilities at your shipyards, the new dry dock at Sparrows Point has been placed in commission and an additional dock at this plant and one at the Fore River plant are being built. The ore and coal properties purchased during the year, and referred to above, are producing properties and are being developed to an increased production as rapidly as possible.

"The major portion of the expenditure for new construction was made at the Maryland plant of Bethlehem Steel Co., to which reference has been made in our previous annual reports. The increased output of steel during the current year from this plant resulting from completed improvements will consist principally in an additional tonnage of plates and sheets."

Unfilled orders on hand December 31 totaled \$251,422,545.

Gross sales and earnings for the year were \$281,641,908; net manufacturing profit, \$35,147,749; total profit, \$37,441,218; net income, \$27,923,012; surplus after dividends, \$7,746,765; total surplus, \$17,804,610; profit and loss surplus, \$10,304,610, which is \$246,765 more than at the end of 1918.

Consistent Development in Northeastern Louisiana Fields.

Monroe, La., March 24.—[Special.]—Developments in the northeastern Louisiana oil and gas field have been given impetus by announcement of officials of the Transcontinental Oil & Gas Co. that drilling operations are to be launched on the company's first deep-test well in Ouachita parish, five miles east of Swartz, near the Richland parish line. This well, which will be drilled to a possible depth of 3500 feet, will be the first operation of a series of 10 oil wells to be drilled by this company in Ouachita, Union, Morehouse and Caldwell parishes. Offices will be established in Monroe or at some other town in this field, from which the operations of the company will be directed.

Officials of the West Virginia Oil & Gas Co., organized in Monroe several months ago by Edgar N. Florsheim and associates, announce that five wells will be drilled by the company in this field. Its first deep-test well is going down three miles east of Swartz, on the holdings of the West Virginia Timber Co. of Charleston, W. Va., which owns or has the oil and gas rights on 20,000 acres of land. The company's backers have acquired oil and gas rights on approximately 7000 additional acres.

Representatives of a large percentage of the oil and gas operators, producers and leaseholders in Ouachita and Morehouse par-

ishes met at the Monroe Chamber of Commerce on March 23 and perfected the first permanent organization of men representing the carbon, gasoline, gas and oil industries in the northeastern Louisiana fields. This meeting is the outgrowth of steps undertaken by M. L. Alexander of New Orleans, Commissioner of the State Department of Conservation, to stop the waste of gas. Rules and regulations for drilling oil and gas wells will go into effect on April 2.

The legitimate development of the Ouachita parish field, which is now the center of oil drilling throughout the northeastern Louisiana territory, is retarded by the so-called "lease hound," according to representatives of some of the largest oil companies that have come here to push a campaign for drilling throughout this year.

Following swiftly on the heels of announcements that some of the leading producing companies of the United States were here to operate, great swarms of lease men began coming here from every oil field in the United States. They have bought up vast quantities of oil and gas leases, and representatives of the larger companies that propose to develop the field have often found that they could not get into certain territory because lease men have beat them to it.

The contention of representatives of the developing interests is that farmers who dispose of leases should favor only the developing companies, as the "lease hound" has no intention of developing, but is seeking only to hold his acreage for a little while and then, taking advantage of developments proposed by the big companies, sell out at a good profit.

Suspension of Orders for Diversion of Coal.

An order has been issued by Walker D. Hines, Director-General of Railroads, providing that all rules, regulations, orders or directions issued under authorization delegated by the United States Fuel Administrator shall be suspended after April 1.

The activities of all regional and district coal committees, which since March 5 have been charged with the duty of protecting the emergency fuel requirements of railroads, public utilities and other consumers in the first five classes of the Fuel Administrator's preference list, will be confined to carrying out to conclusion settlements for coal diverted prior to April 1. The committees have been advised that during the period remaining in which the Director-General will exercise control over the distribution of coal it is imperative that diversions shall be held at the absolute minimum necessary to meet current requirements of consumers in the first five classes and they have been instructed to exercise the greatest possible vigilance in seeing to it that no railroad, public utility or other consumer is permitted to build up a reserve supply of coal through diversions.

Big Oil Refinery for Shreveport.

All contracts have been awarded for a 12,000-barrel daily capacity oil refinery to be built at Shreveport, La. They provide for buildings costing \$900,000 and for mechanical equipment, with J. E. A. Moore of Cleveland, Ohio, as the construction engineer in charge. The Great Southern Producing & Refining Co., W. T. Peacock, president, Indianapolis, Ind., will build this plant.

Favorable Report on New Industries for Memphis.

Memphis, Tenn., March 30.—[Special.]—In the first quarter of this year the Industrial Department of the Memphis Chamber of Commerce has accounted for the location in Memphis of 46 new industries and distributing firms representing investments of more than \$3,000,000, according to a report from the office of Commissioner Mark Fenton. The new industries will give employment for approximately 1000 workers.

American Cotton Manufacturers' Association to Meet.

The American Cotton Manufacturers' Association will hold its 24th annual convention at Hotel Jefferson, Richmond, Va., May 25 and 26. The plans for the meeting are being arranged by W. D. Adams of Charlotte, N. C., secretary of the association.

THE IRON AND STEEL SITUATION

Pig-Iron Production Steadily Increasing—Some Slight Improvement in Transportation Conditions.

Pittsburgh, Pa., March 29—[Special.]—Production of pig-iron in the United States in 1919 is now officially reported by the American Iron and Steel Institute at 31,015,364 gross tons, against 39,054,644 tons in 1918, 38,621,216 tons in 1917 and 39,434,797 tons in 1916, the record year. The output in 1916 was almost equal to the capacity, operating conditions having been good throughout the year except for a shortage of coke, due to congestion on the railroads, in the two closing months of the year. In 1917 and 1918, when capacity was greater, production was less than in 1916, through further and more serious interruption to coke movement. In 1919 production was short of capacity, chiefly from lack of orders. There was curtailment in the closing months of the year by the iron and steel strike, but if there had been no strike the year's total of production would not have been very much greater.

The average pig-iron producing capacity during 1919 was 43,000,000 or 44,000,000 tons, so that the actual output was about 71 per cent of capacity. Production in the first three months of this year was at the average rate of about 37,500,000 tons a year, and if the rate has not already risen to 40,000,000 tons, it will in the near future. The chief, almost the sole, restriction to pig-iron production since the first of the year has been transportation, curtailing the supplies of coke to blast furnaces. Within a very short time there should be a full movement, but the transportation troubles may recur in the last two months of the year. Capacity is now nearly, if not quite, 45,000,000 tons a year, and if demand continues heavy the year's production should be well above 41,000,000 tons.

Open Coal and Coke Market.

The President's removal of coal and coke price restrictions, effective at the end of March, will prove very important to the iron and steel industry from an operating standpoint. Price has had practically nothing to do with production in the past three months, the limiting factor being the supply of cars for loading coal and for loading coke in the Connellsville region. While removal of price limitations will not of itself increase production, with an open market coal will go to the highest bidder, and that will effect a redistribution of the supplies, as there are few consumers disposed to bid as high prices for coal as the iron and steel industry can well afford to bid. It is a great expense for a steel mill to restrict its production through lack of coal, and it would be profitable to pay two or three prices for coal if an adequate supply could thus be secured. An illustration of the principle was furnished in 1917, before the Peabody agreement in June of that year, it being the steel producers who led the way in bidding the Pittsburgh coal market up to \$5 and higher.

Thus the steel interests are now likely to be able to secure full supplies of coal for their by-product coke ovens and for their steel works, and a considerable increase in production of both pig-iron and steel is in prospect for the very near future.

It is stated that the leading coal operators of the Pittsburgh district intend to be conservative, in that they will endeavor to keep the general market from going above about \$3.50, the Government price being \$2.35. This price had not been secured in all cases from the time of the armistice to the time of the strike of November 1. The contract market is likely to be at \$3.50 or less, but for a time small operators, selling in the prompt market, may possibly secure considerably more.

As to Connellsville coke, it is a common prediction that the price, both for prompt and for second quarter, will go to about \$9, the Government price being \$6. In some quarters, however, this prediction is not accepted, on the ground that \$9 for coke is too high by comparison with \$3.50 for coal. There is also a question as to the influence upon the general coke demand the increase in by-product coke production will have.

New Buying in Steel.

Demand for railroad steel and for ship steel is in sharp contrast. There is continued inquiry for ship steel, indicating that

the shipyards are contracting for vessels farther and farther ahead. This does not affect the steel situation for the immediate future, as the shipyards are already consuming approximately as much steel as they will be able to at any time, but augurs for a prolongation of the steel demand. Railroad buying, on the other hand, furnishes a fresh disappointment. Estimates of early in March that 50,000 to 100,000 freight cars would be bought on the present movement represented a great scaling down from the expectations that had been entertained in some quarters, but buying to date has been so light that it is a question whether even 50,000 cars will be taken. The price is probably the main obstacle, all-steel gondola cars being quoted at about \$2500, when early in the steel car's history the price was about \$1000, while the last heavy buying, before the war, was at an average of about \$800. Those cars were made from plates costing an average of not over about 1.25 cents a pound, while now the independents are quoting plates at from 3.25 to 4 cents, the Steel Corporation alone adhering to the 2.65-cent Industrial Board price.

There has been a curtailment in steel buying by the general trade, whereby the market is decidedly dull. As to prompt deliveries, which have been bringing such fancy prices, the inquiry is now for very small lots only, and while offerings are also extremely limited, the upper range of the market is coming down. Plates do not in any case bring over 4 cents now, while recently 4.50 cents was secured on small prompt lots. Sheets sell at scarcely over 7 cents at the outside, while not a few orders were booked late in February at 9 cents and higher.

As to regular forward deliveries, the fact that large independents have not opened their order-books for third quarter might be used as an explanation of the quiet market, but on the other hand, it is probable that one reason for the mills refraining from general offering of steel for third quarter is a realization that consumers are not anxious to commit themselves. The consumers do not have their finished products sold, and as steel is high-priced, they do not care to commit themselves for third quarter, unless they see that others are buying and that mill space is likely to be pre-empted. Lately some of the large independents have been advising ordinary customers that they will open their books for third quarter deliveries shortly after April 1, and this seems to be quite satisfactory to buyers. Some third quarter business, however, has been put through. It is well established that prices by large independents will not be higher for third quarter than those lately ruling, or not over 3 cents for bars, 3.10 cents for shapes and 3.25 cents for plates.

The Steel Corporation, of course, pursues the even tenor of its way, booking forward business right along at the Industrial Board prices of March 21, 1920. There is no longer any question whether the Steel Corporation will advance its prices by reason of the independents having advanced theirs. The only question now is how long it will be until the independents have to recede to the Steel Corporation level. In other words, all prices above the Steel Corporation level are "premium" prices, the premiums being paid for early delivery, instead of waiting.

Transportation.

While transportation conditions show some improvement from week to week, it requires close scrutiny to discover any improvement from one week to the next. There are cases of large interests that have as much steel accumulated as at any previous time, while others have been reducing their piles slightly. Tinplate is now being shipped in stock cars, there being little hope of a full supply of box cars for a long time. Car supplies at coal mines are improved slightly on a general average. In each of the past two weeks Connellsville coke shipments have increased about 2 per cent.

Pig-Iron.

There is very little demand for pig-iron, sellers expressing the fact in the form that it is "between buying movements." It is extremely doubtful, however, that there will be another buying movement at present prices, which are quite high by comparison with the prices the foundries and steel works that buy pig-iron will be able to obtain for their finished products.

Activity Reported from Birmingham District.

Birmingham, Ala., March 29.—[Special.]—Sales of pig-iron for delivery during the last half of the year made by Alabama manufacturers recently aggregate well into the probable make. The little lull that has been noted during the last few days is believed to be but a quiet spell after some active disposition of iron, and indications point to demands coming in shortly that will bring about a renewed sounding out of the market. One producer of iron, the Alabama Company, is out of the market right now after having sold an estimated one-third of its probable make of the last half of the year and no spot to offer. This company will blow in a furnace about April 15 at Gadsden. A leading iron-producing company went into the market during the last week and a half and sold an extraordinarily large amount of iron for last half delivery, selling well into its probable make for that period. The business was booked, too, at a level of \$38 per ton No. 2 foundry, 1.75 to 2.25 per cent silicon. Another leading interest sold 2000 tons during the earlier part of the past week on a basis of \$42 per ton No. 2 foundry, for delivery in the East during the last half of the year, and a couple of days later sold two or three lots on same basis for delivery in the West. A small tonnage of spot iron was sold during the last 10 days on a basis of \$43 per ton No. 2 foundry, while one company booked an order for 1000 tons at \$41.50 per ton. More recent sales, delivery during third quarter, have been made on a \$40 per ton level. There is an indication in this district to hold the pig-iron quotations down a little, and the \$40 per ton price is believed to be the most reasonable.

Production of pig-iron in Alabama for the month of March will probably show a little increase in comparison with the output of the previous month, but the two days' difference in the months will account for this increase. Material improvement in output at furnaces will be noted next month, inasmuch as three furnaces are scheduled to resume operation. Of course, this depends on the steadiness of the raw material supplies. There is no apprehension noticeable as to coal mine workers ceasing work on April 1, by reason of the expiration of the Garfield agreement. Coal operators will meet Tuesday for the purpose of outlining a policy for the operation of mines after April 1. A largely attended meeting was held Saturday and, while strict secrecy is being kept as to the business transacted at this gathering, it is understood that consideration is being given as to what will be done in reference to the recommendation of the commission named by President Wilson to investigate the conditions in the bituminous coal fields.

It is reasonable to suppose, judging from statements heard, that there will be no negotiations with the organization among the mine workers. Some few individual coal operators may see fit to dicker with the unions, but a majority of the operators in this district are sounding out the open-shop plan. The leaders of the organized mine workers do not hesitate to say that if there is no contract made, their members will cease work, and that the rolls show a large membership. Some of the iron manufacturing companies appear to be satisfied that they have enough men who do not affiliate with the organized mine workers to keep supplies sufficient for coal and coke.

As stated, if there should be no interruption in the raw material supplies, there will be additional furnaces blown in, so that the output can be materially increased. The three furnaces scheduled to resume operation in April will be followed with two others in May and one more in June.

Much trouble is being experienced in moving pig-iron and other products of this district because of railroad car shortage. Some accumulation is noted of not only pig-iron, but of pipe, steel products and other things. Some complaint is to be heard right in the local territory as to delivery of pig-iron. Trucks may be resorted to again.

Reports from throughout the industrial regions of Alabama tell of additional iron-consuming plants. Another soilpipe and fitting plant is to be erected at Anniston. A stove foundry and a specialty foundry will be erected within the next six months at Gadsden. The Birmingham Pipe & Fittings Co., Inc., has been organized in Birmingham, and sanitary pipe and fittings works will be erected here. The Dixie Brass & Foundry Co., following the report that an addition has been constructed, has increased capitalization from \$15,000 to \$100,000. Considerable

progress has been made on the plant under construction for the Preston Motors Co., near Vanderbilt, just outside the city limits of Birmingham.

Demand for cast-iron pipe, so far as smaller sizes are concerned, is beginning to weaken. There are orders in hand, though, that will warrant melting of iron for an almost indefinite period. Delivery of pipe is being called for in many directions, as the change of seasons come on and pipe can now be laid. Transportation is not easy because of the scarcity of cars. Every foundry and machine-shop in this territory is well supplied with orders, and further business is in prospect. Gadsden shops report business for cotton mills being received. Birmingham foundries, in addition to sugar refining machinery and cottonseed crushing machinery, are receiving many commercial orders. The Birmingham Steel Corporation, now fabricating structural steel for a local steel plant and other commercial work, sent a representative to Government yards to look over steel bought during the war and now being offered to the open market. The visit of the representative included Portsmouth, Washington, Boston and elsewhere.

The Sloss-Sheffield Steel & Iron Co. has asked permission to erect transmission lines through the city to carry power from its big by-product coke ovens plant, where a power plant has been constructed, to mines, furnaces, quarries and other operations of the company in and around the city proper. The progress on the by-product coke ovens, being constructed by the Smet-Solvay Company, has not been as satisfactory as has been desired, and it may be six weeks yet before operation can be on in full. The 50 Koppers by-product coke ovens plant of the Birmingham Coke & By-Products Co. at Boyles, near here, Morris Bush, president, did well right from the start, and there is demand for all the products. About 200 men are employed in this industry. The purchase of 22 cars from a Northern railroad by Mr. Bush will provide a steady supply of coal, the cars to be used between the mines of Mr. Bush and the by-product plant, a distance of about 15 miles. The plan of Mr. Bush will probably be employed by other companies. The Corona Coal & Coke Co. a few years ago purchased some new cars, but was unable to control their route, as did Mr. Bush. The car shortage is being felt in both the coal and coke industry as well as in pig-iron and steel.

Coal production in Alabama for the week ending March 20 was 316,485 tons, as compared to 313,560 tons for the week ending March 13 and 298,287 tons for the week ending March 6. A little improvement in the car supply has been felt, but illness among labor will permit only a slight increase for the week ending March 27. Coke producers can sell every ton of their product. Good prices obtain, full Government quotations. What is to be done after the Government releases control is problematical, although there is inclination to hold a steady market on the product, as with pig-iron.

The scrap iron and steel market is still a waiting one, consumers not buying further, but asking for steady delivery on old contracts. Quotations have not changed much lately, readjustments being made weekly. There is difference in what consumers of heavy melting steel will pay for the product and what the dealers are asking for it. Cars for deliveries are being obtained by using cars which bring in the product to yards. There is no increase in stock on hand, and no intent to load up for an expected rise. Pig-iron producers being out of the market could be looked upon as of assistance to the old material market, but dealers say they have not yet felt a change for the better.

Quotations of pig-iron and scrap iron and steel in the Southern territory are as follows:

PIG-IRON.

No. 2 foundry, 1.75 to 2.25 per cent silicon, f. o. b. furnaces, \$40 to \$42; No. 1 foundry, 2.25 to 2.75 per cent silicon, \$41.60 to \$43.50; iron of 2.75 to 3.25 per cent silicon, \$43.20 to \$45.20; basic, \$40; charcoal iron, \$55 f. o. b. furnaces.

OLD MATERIAL.

Old steel axles.....	\$31.00 to \$32.00
Old iron axles.....	30.00 to 31.00
Old steel rails.....	24.00 to 25.00
Heavy melting steel.....	24.00 to 25.00
No. 1 railroad wrought.....	23.00 to 25.00
No. 1 cast.....	31.00 to 32.00
Stove plate.....	29.00 to 30.00
Old car wheels.....	29.00 to 30.00
Old tramcar wheels.....	31.00 to 32.00
Machine-shop turnings.....	16.00 to 17.00
Cast-iron borings.....	15.00 to 16.00

Good Roads and Streets

Dixie Highway Celebration to Be Big Event.

Chattanooga, Tenn., March 24—[Special.]—V. D. L. Robinson, secretary of the Dixie Highway Association, has just finished the first lap of his trip of inspection over the highway, and reports from Tampa, Fla., that practically every city and town visited is planning to send a delegation to the celebration to be held at Chattanooga next September.

Plans have already been perfected for asking the Governors of all States through which the highway passes to attend the dedication, and in addition many celebrities and road enthusiasts from all over the country will be present. A feature of the jollification will be a circle tour from Chattanooga to the "Land of the Sky" around Asheville, N. C., and return.

In both Georgia and Florida, writes Mr. Robinson, the people are keenly alive to the necessity for good roads and their advantage to the country. Nothing else serves so well to impress the stranger with the climatic, agricultural and other advantages of a district as a trip along paved highways in intimate contact with the surrounding country.

Work is in progress all along the highway. The barrier over Cumberland Mountain at Suck Creek is being removed. The bridge at Saxton, Ky., and the Montezuma bridge over the Flint River in Georgia have been completed. Federal-aid projects in Kentucky have been authorized and will be completed by mid-summer.

All along the western division in Florida, from a point near Gainesville south through Ocala, Leesburg, Fustis, Orlando, Kissimmee, Haines City, Bartow, Wauchula, Arcadia and Fort Myers where the Dixie Highway is not already paved, this work will be done by the State, as the counties in every instance have made provision for their part of the construction cost. It is a very conservative statement, says Mr. Robinson, with such a highway piercing the State lengthwise, with the connection which Georgia, Tennessee, Kentucky and the Northern States are now opening up, that thousands of tourists, who have never visited Florida before, are going to travel this great thoroughfare, and a large percentage, having viewed with their own eyes the opportunities offered, are going to become permanent residents of Florida.

North Carolina Highway Projects Total \$15,125,317.

Raleigh, N. C., March 22—[Special.]—A report by the State Highway Commission, just issued, says the highway projects in North Carolina under agreement or estimated represent a total cost of \$11,898,730; ready but not assigned, \$1,081,845; surveys ordered but statements not ready, \$2,242,750; grand total, \$15,125,317. The Federal funds available for the fiscal years 1919-20 total \$4,445,912. Of 114 projects submitted for approval to the Federal Government there are completed and under construction 110 miles of hard surface, 233 of gravel, sand-clay. Approval is pending for 93 miles of hard surface and 749 of gravel or sand-clay. Under survey are 25 projects, and plans for 26 other surveys are in hand. The State takes up all the Federal appropriation and the cry is for yet more highways.

For Gravel Highway Between Elkin and Sparta.

Raleigh, N. C., March 24—[Special.]—Former Lieutenant-Governor Rufus A. Doughton has been in conference with Frank Page, chairman of the State Highway Commission, to urge the construction at the earliest possible moment of a gravel highway between Elkin and Sparta, crossing the Blue Ridge at Roaring Gap, 3300 feet above sea level. This will open Alleghany county, which now has no railway or real highway, and is one of the richest regions in the State. Mr. Doughton says the people are in a fever of excitement and hope for the highway, with Federal and State aid.

The State of Arkansas has issued at Little Rock, through its Agricultural and Immigration commissioners, an attractive illustrated booklet showing something of the farm resources and many striking aspects of the agricultural development of the State.

Index Numbers of Wholesale Prices in the United States.

As shown by information gathered in representative markets by the Bureau of Labor Statistics of the United States Department of Labor, wholesale prices in the aggregate averaged slightly higher in February than in the preceding month. The bureau's weighted index number, which is built on a larger number of commodities than any other currently published series, registered 249 for February as compared with 248 for January. Articles belonging to the group of lumber and building materials exhibited the largest increase, the index number rising from 268 to 300, or nearly 12 per cent. Metals and metal products increased 7 per cent and chemicals and drugs 4½ per cent. Somewhat smaller increases were recorded for cloths and clothing and fuel and lighting.

On the other hand, the important groups of farm products and food articles each showed a substantial decrease of more than 3½ per cent from January to February, the index numbers dropping from 246 to 237 and from 253 to 244, respectively. A slight decrease occurred also in the group of miscellaneous commodities. In the housefurnishing goods group no change in average prices took place.

Below are shown the index numbers of wholesale prices by groups of commodities, as computed by the Bureau of Labor Statistics for the months named. The figures for the last-named month are preliminary and subject to revision, while those for the previous month are final. The base used in computing these index numbers is the average for the calendar year 1913.

INDEX NUMBERS OF WHOLESALE PRICES BY GROUPS OF COMMODITIES. (1913 EQUALS 100).

Group.	1920.	
	January.	February.
Farm products.....	246	237
Food, etc.....	253	244
Cloths and clothing.....	350	356
Fuel and lighting.....	184	187
Metals and metal products.....	177	189
Lumber and building materials.....	268	300
Chemicals and drugs.....	189	197
House-furnishing goods.....	324	324
Miscellaneous.....	227	226
All commodities.....	248	249

Measured by changes in the index numbers for the twelve months from February, 1919, to February, 1920, farm products increased nearly 9 per cent in price, food 24½ per cent, and cloths and clothing 60 per cent. During the same time fuel and lighting increased nearly 11 per cent, metals and metal products 12½ per cent, and lumber and building materials more than 84 per cent. Chemicals and drugs increased 6½ per cent, house-furnishing goods nearly 49 per cent, and miscellaneous commodities about 9 per cent in this period.

For the 7-year period, February, 1913, to February, 1920, 12 of the 24 articles for which prices were secured in February, 1913, increased 100 per cent or over, as follows: Pork chops and ham, 100 per cent; lard, 110 per cent; lamb, 111 per cent; rice, 113 per cent; hens, 115 per cent; corn meal, 117 per cent; strictly fresh eggs, 118 per cent; flour, 145 per cent, and storage eggs, 153 per cent. Potatoes increased 275 per cent and sugar 242 per cent. For the first ten articles named the price was therefore more than double, and for potatoes and sugar the price was more than three times what it was in February, 1913.

Based on the average price for the year 1913 as 100, the retail price index number for the 22 articles of food for the United States was 201 in January and 200 in February.

Industrial Education for Negro Children.

Jackson, Miss., March 22—[Special.]—Bolivar county, Mississippi, can now boast of three of the best schools for negro children anywhere in the South, according to Prof. Bura Hilbun, State supervisor of negro schools, who has just returned to Jackson from a trip through the delta section. At Cleveland, Miss., said Professor Hilbun, there is a negro school valued at \$25,000; at Mound Bayou there is another valued at \$100,000, and at Shaw there is one worth \$42,000. The white citizens of Bolivar county, Professor Hilbun continued, are taking the keenest interest in the welfare of the negro schools, and are encouraging in every way possible the industrial education for the colored children.

RAILROADS

How Restoration of Railroad Credit May Be Accomplished.

At the hearings begun last week by the Interstate Commerce Commission on the question of grouping of the carriers for rate-making purposes under the transportation act and to determine the values which are to be used for the percentage rate return, the proceedings were opened by the National Association of Owners of Railroad Securities, S. Davies Warfield, president, appearing for the association. In the course of his remarks Mr. Warfield said:

"In approaching the questions involved in the legislation before Congress resulting in the transportation act we endeavored at all times to consider such questions from the public standpoint, believing that satisfactory relations will never be established between the railroads and their owners on the one side and the public and the shippers on the other, as well as the employees, unless this is fully recognized and all co-operate to that end.

"The transportation act leaves to the commission two methods to be pursued in arriving at the aggregate fair value of the railroads upon which the percentage return named in the act shall be computed and rates made accordingly. One is to take all the railroads as a whole and compute the percentage yield on the aggregate fair value of them all; the other is to take the railroads in groups and find the fair value, in the aggregate, of each group. This association advocated before the committees of Congress the grouping of the railroads that has been heretofore employed by the commission. That the present three classification territories, with perhaps some shifting of certain railroads from one territory to another, would be an equitable division fair both to the shippers and the railroads for computing the required return from rates. We can see no reason to change this position originally taken.

"When it comes to the ascertainment of the fair value of railroad property in the aggregate for rate making, this reaches the root of railroad credit, and we advocated before the committees of Congress the use of the only basis immediately available for computing the return from rates, until replaced by actual valuations, and that is the property investment accounts of the railroads in the aggregate. Adjustments of individual railroads would result in fair value not less than the aggregate of their accounts.

"There has been committed to this commission the greatest responsibility ever delegated to a governmental or regulatory body, for upon your decision and appreciation of the serious problems confronting the railroads depends their ability to move the products of the manufacturer and the field. The railroads cannot move them without credit, and credit will not be obtained without due regard for the requirements that give it. We offer co-operation in any direction the commission may suggest."

Forney Johnston, of counsel of the association, spoke after Mr. Warfield, and dwelt primarily upon the values to be used by the commission and presented data showing the intent of Congress that the property investment accounts of the carriers be used as they stand for the purpose of fixing rates.

Large Increase of Facilities Desired.

Plans are under consideration by the Chesapeake & Ohio Railway to spend about \$7,500,000 for construction and increase facilities, according to a report from Huntington, W. Va., which says that part of the money is to be used for double-tracking more than half of the Logan division to facilitate the handling of coal traffic there. Other work in view includes yard enlargements and the building of new equipment. Coal operators served by this railroad system have been lately urging large expenditures especially for cars, but the difficulties of arranging for the necessary financing are holding any extensive equipment plans in abeyance, at least temporarily.

A clay deposit said to be fuller's earth has been found near Cisco, Tex. A plant is to be built to convert this clay into a marketable product.

New Equipment.

Western Maryland Railway has arranged to buy from the United States Railroad Administration 10 locomotives built for Russia, but which were not delivered owing to the political changes there.

St. Louis Southwestern Railway has ordered 10 locomotives from the Baldwin Works, Philadelphia, delivery to be June 1.

Nashville, Chattanooga & St. Louis Railway has purchased 2 locomotives from the Government.

Tennessee Central Railroad has bought 2 engines from the United States Railroad Administration.

Atlantic Coast Line has ordered 25 Pacific type locomotives from the American Locomotive Co.

Illinois Central Railroad will let contract, it is reported, for 30 steel passenger cars for suburban trains; also for 9 regular passenger cars.

Santa Fe System has ordered 1500 refrigerator cars and 500 gondola cars from the American Car & Foundry Co.

Kentucky & Indiana Terminal Railroad has ordered 3 eight-wheeled switching locomotives from the Baldwin Works for April delivery.

Inquiries for passenger cars reported include Louisville & Nashville Railroad, 5; Western of Alabama Railway, 10 all steel and 2 steel baggage cars; Burlington Route, 25 passenger cars.

Virginian Railway is reported to have ordered from the Pressed Steel Car Co. 1000 steel coal cars of 120 tons capacity each, this being the first large order for cars of such size, experimental equipment having been built some time ago.

Chicago, Burlington & Quincy Railroad, according to a market report, will buy 500 box cars and 500 stock cars of 40 and 30 tons capacity, respectively.

Santa Fe May Build This Line.

Plainview, Tex., March 29—[Special.]—Local business interests which have been promoting the construction of a railroad from Lubbock to Silvertown, about 70 miles, have been advised by the Atchison, Topeka & Santa Fe that it will build and operate the line if the promised aid in the way of bonuses and right of way is forthcoming. The project is also receiving the assistance of other communities on the route of the proposed road. Preliminary surveys are to be made immediately and an estimate prepared of the cost of constructing the line. These will be submitted to the Santa Fe officials.

Former Soldier, Experienced in Commercial Development Work, Seeking Location in the South.

A former commercial club president, lately returned from the army, writes that he desires employment in community development work by some commercial or similar organization, preferably in the South. He states that he has had ample experience in publicity campaigns. Parties interested can address Commercial Secretary, care of Manufacturers Record, and their letters will be forwarded.

Personal Mention.

Winston Lee Winters, civil and hydraulic engineer of Fort Smith, Ark., announces the association with him of J. Russell Ellis as principal assistant engineer. Mr. Ellis was for three years first assistant engineer for the Missouri State Highway Department.

Mr. H. Eltinge Breed, M. Am. Soc. C. E., Consulting Engineer and formerly Deputy Commissioner of the New York State Highway Commission, New York City, has been placed in charge of the courses in highway engineering in the School of Applied Science of New York University.

M. A. Buehler, formerly sales manager of the Western Electric Co. at Omaha, has been made sales manager at the Minneapolis office. Mr. Buehler joined the Western Electric Co.'s organization in the early part of 1915 and became sales manager at Omaha during the fall of 1917. Eliot Lum has been promoted to the position of sales manager at Omaha to succeed Mr. Buehler. Mr. Lum entered the employ of the Western Electric Co. as a student in the educational courses in 1905. In 1909 he was transferred to the sales department of the Minneapolis house, joining the Omaha organization in the same capacity in 1912.

TEXTILE

SOUTHERN COTTON MILL PROGRESS.

More Than \$34,000,000 for 487,799 Spindles and \$5,000,000 for 17,294 Looms Since January 1.

Exceeding \$39,000,000 will be the expenditure required for the buildings, machinery, engineering, operatives' dwellings, public utilities and other necessary features for the new and enlarging Southern cotton factories announced since January 1. Reports to the MANUFACTURERS RECORD show that never before in the history of the cotton-manufacturing industry in the South has there been such activity in building cotton mills and enlarging established plants of this character.

Plans for the months of January, February and March, throughout the cotton-growing States, involve the installation of 487,799 spindles, indicating an investment of more than \$34,145,930, as compared to 768,609 spindles, with an investment of more than \$53,000,000, for the entire 12 months of last year. The looms for this year's first quarter exceed the total for all last year by more than 6000. This equipment of looms announced during the past three months calls for an investment of \$5,188,200, as compared to \$3,325,200 for the 11,084 looms reported during all of 1919.

The spindleage record of last year was largest in the third quarter, and is exceeded by the first quarter of 1920 to the extent of 63,576 spindles, according to data from which the MANUFACTURERS RECORD has prepared the figures in this article. As in practically every other line of industrial activity, the cost of building and equipping cotton factories with the necessary complementary mill and town facilities has doubled. The continued demand for cotton products throughout the world, with prospects for many years to come, is understood by the best authorities to warrant the great plans now progressing for new mills and enlargements.

The most important cotton-manufacturing enterprises announced since January 1 may be briefly summarized as follows:

Riverside & Dan River Cotton Mills, Danville, Va., accepted plans and specifications and awarded all contracts for \$3,500,000 additions decided upon in 1919, the betterments to include additional buildings, 35,000 spindles, 1700 looms, electric power drive equipment, etc.

Henrietta Mills, Caroleen, N. C., accepted plans for additional facilities to cost \$3,500,000, these betterments to include 50,000 spindles with 13,000 looms and accompanying machinery, several hundred cottages with public utilities for mill operatives, etc.

Stonecutter Mills Co., Spindale, N. C., organized with \$2,000,000 capital and awarded contracts for mill of 20,000 spindles, 500 looms, dyeing machinery, finishing equipment, electric power plant and complete mill village.

Stowe Spinning Co., Belmont, N. C., organized with \$1,800,000 capital and awarded contracts for buildings, machinery and other equipment for a 22,000-spindle plant.

Priscilla Spinning Co., Gastonia, N. C., organized with \$1,500,000 capital and awarded contracts for buildings and machinery of a 25,000-spindle combed-yarn mill.

Loray Mills, Gastonia, N. C., ordered \$1,000,000 additions, to include 33,000 spindles, mill buildings 150 bungalows for operatives, steam laundry, dormitory, etc.

Samoset Mills, Talladega, Ala., awarded contracts for additional buildings, 500 looms, other machinery and improvements, all to cost \$1,000,000.

Musgrove Mills, Gaffney, S. C., organized with \$1,000,000 capital and awarded contracts for buildings, machinery and other equipment for a 15,000-spindle and 450-loom cotton-cloth mill.

Bluebuckle Cotton Mills, Rock Hill, S. C., decided upon a \$1,000,000 investment for additional mill buildings, 1000 looms, spinning machinery, 100 cottages for operatives, public utilities for mill villages, etc.

Proximity Manufacturing Co., Greensboro, N. C., arranged for \$750,000 improvements to its villages for the Revolution, Proximity and White Oak cotton mills, these betterments to include principally the construction of sewers, sidewalks and streets.

Alabama.		Spindles.	Looms.
Name.	Location.		
*Lanett Cotton Mills.....	Lanett.....	4,902	800
*Opp Cotton Mills.....	Opp.....	2,246	100
Rainbow Manufacturing Co.....	Ozark.....	2,856	.....
*Wehadkee Yarn Mills.....	Rock Mills.....	2,000	.....
*Sylacauga Cotton Mills.....	Sylacauga.....	.....	500
*Samoset Mills.....	Talladega.....	12,094	1,460
Georgia.			
Marietta Cotton Mills.....	Marietta.....	3,000	.....
*West Point Manufacturing Co.....	West Point.....	5,000	.....
Mississippi.			
*Standard Textile Products Co.....	McComb.....	25,000	400
North Carolina.			
*Mountain View Mills.....	Bakers.....	5,000	.....
Acme Spinning Co.....	Belmont.....	5,000	.....
Crescent Spinning Co.....	Belmont.....	13,053	.....
Linford Mills.....	Belmont.....	10,000	.....
Perfection Spinning Co.....	Belmont.....	10,000	.....
Stowe Spinning Co.....	Belmont.....	22,000	.....
*Henrietta Mills.....	Caroleen.....	50,000	13,000
*Savona Manufacturing Co.....	Charlotte.....	30,000	.....
*Howell Manufacturing Co.....	Cherryville.....	10,000	.....
*Melville Manufacturing Co.....	Cherryville.....	6,000	.....
*Adams-Spencer Spinning Mills.....	Gastonia.....	6,000	.....
*Loray Mills.....	Gastonia.....	33,000	.....
Mildred Cotton Mills Co.....	Gastonia.....	12,000	.....
Midland Cotton Mills Co.....	Gastonia.....	12,000	.....
Priscilla Spinning Co.....	Gastonia.....	25,000	.....
Shuford Mills.....	Gastonia.....	8,000	.....
Cloverdale Cotton Mills.....	High Point.....	6,000	.....
*Pickett Cotton Mills.....	High Point.....	12,672	.....
W. T. Shore.....	Lincolnton.....	3,000	.....
*Laurel Bluff Cotton Mills.....	Mount Airy.....	3,500	.....
*Catawba Spinning Co.....	Mount Holly.....	6,000	.....
*Rex Spinning Co.....	Randolph.....	4,000	.....
Ronda Cotton Mills.....	Ronda.....	7,000	.....
Dobbins Manufacturing Co.....	Rutherfordton.....	12,000	.....
Elizabeth Spinning Co.....	Rutherfordton.....	12,000	.....
Gilvo Mills.....	Rutherfordton.....	12,000	.....
Diamond Cotton Mills.....	Salisbury.....	7,400	.....
*Selma Cotton Mills Co.....	Selma.....	10,000	300
Stonecutter Mills Co.....	Spindale.....	20,000	500
*Lola Manufacturing Co.....	Stanley.....	10,000	.....
North State Cotton Mill.....	Statesville.....	5,000	.....
Rocky Face Spinning Co.....	Stony Point.....	6,000	.....
Rhynce-Anderson Mills Co.....	Troy.....	5,000	.....
*Valdese Manufacturing Co.....	Valdese.....	8,000	.....
*Delgado Mills.....	Wilmington.....	7,548	317
*Zebulon Hosiery Mills.....	Zebulon.....	3,000	.....
South Carolina.		417,957	14,117
*Santee Mills.....	Bamberg.....	4,248	76
Musgrove Mills.....	Gaffney.....	15,000	.....
*R. L. Lee & Co.....	Landrum.....	.....	16
*Blue Buckle Cotton Mills.....	Rock Hill.....	.....	1,000
*Wymojie Yarn Mills.....	Rock Hill.....	3,000	.....
Tennessee.		22,248	1,092
*Prendergast Cotton Mills.....	Prendergast.....	10,000	.....
Texas.			
Navarro Manufacturing Co.....	Corsicana.....	2,500	.....
Virginia.			
*Halifax Cotton Mills.....	South Boston.....	.....	225
Total for first quarter of 1920.....		497,799	17,294

Textile Mill Notes.

Martinsville (Va.) Cotton Mills will erect plant addition and double output.

W. D. McNeill and associates, Brunson, S. C., will build a \$300,000 cotton mill.

Wendell (N. C.) Spinning Co. will rebuild \$100,000 yarn mill recently destroyed by fire.

J. W. Malone and associates have incorporated the Pinckard (Ala.) Cotton Mills with \$100,000 capital.

An increase of capital from \$100,000 to \$200,000 has been announced for the Nick-a-jack Hosiery Mills, Chattanooga, Tenn.

Villa & Brother Silk Corporation, Silvio Villa, vice-president, New York, contemplates establishing silk mill at Asheville, N. C.

A mill for knitting underwear will be established at Reidsville, N. C., by the P. H. Hanes Knitting Co. of Winston-Salem and a 120x60-foot building has been purchased.

Isaac Fleischman and associates have organized the Louisville (Ky.) Knitting Co. with \$75,000 capital, leased building and will install machinery for daily capacity 400 dozen pairs of hosiery.

Chester M. Goodyear Waste Mill.

All contracts have been awarded for the waste mill of the Chester M. Goodyear Co. at Charlotte. There will be a four-story 250x100-foot main building and a 150x50-foot pickery, both of mill construction, with 50x30-foot office of brick, all costing \$150,000. The equipment of machinery, taken from the company's present buildings, represents an investment of \$100,000. Neal & Pack are the building contractors, and J. E. Sirrine is the architect-engineer.

Yates Bleachery Plans Decided.

Bleaching and otherwise finishing cotton piece goods is the plan of the Yates Bleachery Co., Flintstone, Ga., organized with \$200,000 capital by Don Harris of Chickamauga, Ga., and E. F. Wheland of Chattanooga, Tenn. The plant will include a 260x45 and a 200x65-foot concrete building, to be equipped with machinery for the textile finishing processes. A. E. Yates of Chickamauga is the engineer and architect.

Plan for Fieldale Mills' Addition.

Plans and specifications for the recently mentioned Fieldale (Va.) Mills' addition of the Carolina Cotton and Woolen Mills of Spray, N. C., have been accepted, and F. P. Sheldon & Sons of Providence, R. I., are the engineers. The new building will be a 250x150-foot sawtooth construction extension costing \$100,000. It will be equipped with 300 jacquard looms for weaving towels and crash.

For Daily Capacity 400 Dozen Pairs.

Four hundred dozen pairs of hosiery will be the daily capacity of the Franklinton (N. C.) Hosiery Mills recently mentioned. The company will erect a 120x100 and a 60x30-foot concrete-steel building, to be equipped with 70 knitting machines driven by electric and steam power. It has awarded all contracts and J. E. Sirrine, Greenville, S. C., is the engineer-architect in charge.

For a 10,000-Spindle Yarn Mill.

Yarn spinning with an equipment of 10,000 spindles and accompanying machinery is the plan of the Champion Cotton Mills Co., which will build its mill at Dallas, N. C. This is a new corporation organized with \$600,000 capital, C. B. Armstrong, president, and A. K. Wingate, secretary-treasurer, both officers being of Gastonia, N. C. The plant machinery has been ordered.

To Establish \$100,000 Hosiery Mill.

Mercerized hosiery will be manufactured by the Shoaf-Sink Hosiery Mills Co., Lexington, N. C., organized with \$100,000 capital by H. E. Shoaf and I. L. Sink. This company has leased a building, ordered machinery and will build an addition to be equipped for dyeing.

Newsprint Paper to Be Manufactured.

A paper mill will be established at New Iberia, La., by the United Fiber & Products Co. of Baltimore, which has purchased the paper-pulp property there formerly owned and controlled by the Sugar Cane By-Products Co. of Philadelphia. The necessary machinery is now being secured to convert the plant into a newsprint paper mill. The present pulp mill has a capacity of eight tons daily, according to Mr. W. F. Larkin, president of the company. It is planned to increase the capacity to turn out 15 tons of paper daily. The plant will specialize on newsprint paper for the reason that the demand is greater for that particular variety and it commands a good price.

The raw material for the mill will be one-third rice straw, one-third old newspapers, and one-third bagasse, which is the waste from sugar-cane stalks. The mill is located in the rice and cane-sugar district of Louisiana, and is on a navigable waterway connecting with the Mississippi River, so there will be no difficulty, according to Mr. Larkin, in securing ample supplies of raw material, nor from present indications will there be any difficulty in securing a market for all the newsprint paper which can be produced.

Commendations, Kicks and Comments

Well Pleased.

W. D. HARDESTY, Fort Valley, Ga.—My profession is that of master mechanic for A. J. Evans. Our business takes in everything from farm tractors to locomotives. I wish to say that I am well pleased with the MANUFACTURERS RECORD, and am more than pleased with what you say about the South.

Exponent of America the Right Name.

THOS. Z. TYLER, Birmingham, Ala.—Kindly have my subscription to MANUFACTURERS RECORD changed to Ray Tire & Rubber Co., 833 Rees street, Chicago, Ill. I consider the MANUFACTURERS RECORD the greatest journal of its kind published in the country, and look forward with interest for each weekly issue. It is indeed rightly named "Exponent of America."

A Single Issue Worth a Year's Price.

R. S. MOORE, Credit Manager, Thos. Cox & Sons Machinery Co., Inc., Little Rock, Ark.—We certainly do not want to miss an issue, and we are handing you herewith our check for the renewal of our subscription for the ensuing year. A single issue is worth the price of the year's subscription.

It is one of the few REAL journals of the country. We want to add our endorsement of your attitude of the important issue of the day.

Others of the Same View.

I. H. NAKDIMEN, President City National Bank, Fort Smith, Ark.—Please send me the MANUFACTURERS RECORD for one year, subscription price \$6.50.

My letter addressed to Gov. Harding appearing in your magazine last week has caused me to subscribe to your magazine.

The reason for same is because I have had so many letters from different parts of the country, congratulating me and stating that they read it in the MANUFACTURERS RECORD.

Mankind's Desire for Equity.

MERCER P. MOSELEY, Vice-President The American Exchange National Bank, New York.—I am in receipt of a copy of your editorial, "Am I My Brother's Keeper?" I have read it with the greatest possible interest. It is most inspiring and helpful. Since mankind roamed the Persian plains in droves there has been an ever-increasing manifestation of the desire for the thing we know as equity, the principles of which can nowhere be found so clearly stated as in the Bible. We need to get back exactly as you have said, and when we do many of the commercial sins, both of omission and commission, will be rectified.

It Is as Dead as a Door Nail.

J. E. L. WINECOFF, Clarkton, N. C.—I see that the MANUFACTURERS RECORD still has space to burn. Every issue gives space to attacks on the League of Nations. You say that "The League of Nations is Dead," but you are not contented to have taken part in the laudable task of killing it, but you must continue to kick its "dead" body. But I believe that, down in your heart, you believe that it is yet to be a very live issue.

You say that if we had entered into the League of Nations, "other countries, monarchial and heathen, would have had the absolute right to decide what we as a nation should or should not do." I would respectfully recommend that you get a copy of the League Covenant, and then not make any more such wild statements. The Covenant itself guards the several countries in it against the very thing you assert with superlative adjectives.

We Have Refused to Trade Away Our Sovereignty.

FRANKE-HICKS BEDDING MACHINERY Co., Louisville, Ky.—We subscribed for the MANUFACTURERS RECORD merely with the idea of getting what we could out of it from a business viewpoint, but after receiving a few copies find we get much more along many lines vital to the welfare of our country. In our opinion the MANUFACTURERS RECORD ought to have the largest circulation of any paper published in the United States; it speaks with such sense, learning and loyalty on all the great issues of the day and we are especially pleased at what it says about the League of Nations (or Nations).

If anything now before the world needs killing worse than everything else, it is this alleged league, and then follow up the good work with the death of Bolshevism, and the world will take on new life and purpose.

We like your stand also on the Liberty Bond question. It would seem to a man who don't understand the intricate matters of government that your Uncle Sam had put a gigantic fraud off on the public. We furnished the soldiers and the money, and are now getting but little comfort out of it from any standpoint. And, still worse, they are trying to turn our very sovereignty, our independence itself, over to the European nations. Shall we do it? WE SHALL NOT!

FOREIGN NEEDS

(The MANUFACTURERS RECORD receives many letters from abroad asking for information about American goods, and others, from men who wish to represent American houses. Without assuming any responsibility for these concerns, we publish a summary of the foreign letters of inquiry from week to week.)

Linen and Leather Goods.

SALOMON MENA E. HIJOS, Apartado No. 60, La Yucateca, Merida, Yucatan, Mex.—We are very much interested in American products of linen and leather in general. All articles embracing these lines are imported by us from the United States. Correspondence in Spanish suggested.

Coal, Glass, Steel.

J. COMTE-CASTIN, 27, Rue Du Progres, Charleroi, Belgium.—I am about to start in Belgium a general import business of American articles suitable for collieries, window and plate-glass factories and two steel works and two blast furnaces. Would like addresses of manufacturers wishing to deal with this country.

Iron, Manganese, Silicon.

GRUTERLING & Co., 21 Kiplorp St., Anvers, Belgium.—We are dealing since long time with the importation of all kinds of pig-iron, ferro manganese and ferro silicon of all grades. Prices must be understood c. i. f. Antwerp and the quotations must stand good long enough to enable us to order by cable return. We are also large exporters of best silver sand for steel, soap and glass works.

Automatic Heat Regulators.

GAYBILLOT SOXS & Co., 143 Boulevard Pereire, Paris, France.—We will be very happy to have information concerning apparatus for regulating temperature by thermometric action which will act upon the radiators of a heating system in such a way that the degree of heat in all parts will be automatically maintained constant. We will be pleased to consider representing such firms in a good market. Correspondence in French suggested.

Kitchen Utensils, Silverware, Auto Goods, Bathtubs.

V. V. RODRIGUEZ, P. O. Box 427, Buenos Aires, Argentine.—I am interested in the following lines, and hope to be able to make some good connections with reliable manufacturers of same: Kitchen utensils in general, silverware, motorcar accessories in general, bathtubs and lavatories. My territory is Brazil, Uruguay, Argentina and Chile, but if desired I will accept agencies for Argentina and Uruguay alone. I refer to Elgin Silver Plate Company, Elgin, Illinois.

Tobacco from Thessaly.

GEORGE D. ANTIPPA, University Avenue 32, Athens, Greece.—A number of Thessalian tobacco cultivators, curers and stockholders unanimously appointed me to find for them America's wholesale tobacco buyers for the products of their province, and if you could put me in touch with a tobacco firm of standing, I would appreciate the favor very much. I have sent a box of samples to the Manufacturers Association, 50 Church Street, New York, some three months ago.

Automobile Accessories.

GEORGE JENSEN, Skippergt. 36, Kristiania, Norway.—As to American goods, I am interested in the following lines: Automobile accessories and automobile rubber goods, and I shall consider it a favor if you will please give me your valuable assistance for these supplies. As to the outlook for selling American goods, I may say that the American exchange nowadays disturbs the prices and it is very difficult to place orders for America now. I also beg to mention that almost every American firm sells the goods payable against documents in New York, but here in Norway the merchants from Great Britain and Germany give an open credit from 30 to 60 days and, of course, easier terms—easier and better business.

Gum Shoes, Kid Leather, Dental Chemicals, Etc.

J. MARIANOWSKY, care of British Post Office, Box No. 167, Constantinople, Turkey.—The goods which call my interest are the following: Rubber shoes for men and ladies, different kinds of leather in general, especially of "Samche" or kid, (with samples, known here under that name); chemical articles for dentistry, such as arward cement, pastatratia, trikresol, formaline, gutta percha, etc.; aniline colors, ether oil and different essences, further hygroscop cotton (cotton for pharmacy). For the latter I want the product from the best factories in the United States. Vaseline all kinds, menthe oil, writing paper and pack paper, leather and rubber gum, liquid gum to make leather waterproof. I am also ready to undertake any representation from firms in the United States for Turkey and Russia.

Automobiles and Tires.

HENRI TRABOLD, 1, Rue du Vieux-College, Geneva, Switzerland.—We are anxious to represent in Switzerland a good American automobile, such as the Buick, cylinders 6; the Cadillac, 8 cylinders, or the Packard, or a similar car to the Packard, i. e., a machine of the very best quality. We are also very much interested in tires, particularly the Goodyear tires of the Goodyear Tire & Rubber Co. of Akron, O. Correspondence in French suggested.

Various Machinery Wanted.

B. KASHYAP & COMPANY, Anarkali Street, Lahore, India.—We want the names of manufacturers of machines for making articles, as follows: Dress trimming braids, silk hosiery of fine quality, lampwicks, metal hollow-ware, especially small tin boxes for tooth powder, boot polish, etc., wood-planing machines suitable for working by hand or power, small wooden boxes with dove-tailed joints. We shall also be pleased to have the name of a firm manufacturing a machine for making twine.

Housefurnishing Goods and Other Products.

ARISTOTILE TH. ALEXIS, Canara (Crete).—I am much interested to represent manufacturers direct for the following articles: Earthenware, porcelain and mi-porcelain plates, glassware, tumblers, cheap cutlery, hostlers and prawns in tins; buttons of all kinds, textiles, upper leathers, box calf, kids, etc.; nails, pointes de Paris, etc.; lead tubes, corrugated water tubes, locks, etc., and press buttons. I am also ready to undertake the sole agency of any manufacturer wishing to extend his business to Greece and Crete.

Sole Agencies Wanted.

NASCIMENTO, PORTO & CIA, LTD., Rua General Camara 220, Santos, Brazil.—We wish exclusive agencies for the following lines of products: Iron products, greases and lubricants, gasoline and petroleum, hardware supplies, drugs and chemical products, automobile accessories, food products, agricultural implements, writing desks, type-writing machines as well as sewing machines, novelty articles, celluloid articles, inks and varnishes, boudoir articles, shoemakers' supplies, bicycles, construction material, wiring articles, hides and articles of leather, disinfectants, toilet articles, accessories pertaining to all branches of electricity. We also export all kinds of products raised in Brazil. Correspondence in Spanish.

Desires a Variety of Products.

GEORGES PAPAZOFF & COMPANY, 3, Rue Vitouha, Sofia, Bulgaria.—We desire names and addresses of American manufacturers who could ship us the following goods: Paper (various kinds), cement in bags, clothing, straw hats and straw for making hats, ladies' stockings, umbrellas and parasols, pen points, erasers, office furniture, copying machines, office paste, steel nails, window glass, sewing cotton, knitting machines; also desires the name of a good shipping firm to take care of our shipping to Bulgaria. Due to the great unrest existing at the present time in Bulgaria, there are many people wishing to emigrate. We have previously occupied ourselves in helping these people, and would now be glad to enter into communication with an emigration association which may be interested in this proposition. We export the following goods: Rose oil essence, tobacco cigarettes, wool waste. Correspondence in French suggested.

Business Opportunities in Roumania.

LEOPOLD ISCOVITZ, 99, Strada Traina, Bucharest, Roumania.—The commodities interesting me are: Textiles (cotton and woolen) of every sort, in which line I have been, in my former capacity, as traveler and then manager of some of the most important agency and commission houses for some 25 years. Established on my own account only a few years, I have succeeded to realize some very important business lately with the new agencies I was able to obtain in England, France and Italy, when on a visit there. I have also been in business relations with some American firms (Messrs. Frost, Cundill & Company, New York), agents for the Balkans of Messrs. M. C. D. Borden & Sons, Printers, for which firm I have done some business before the war, and Suffera Trading Co., West street, New York.

The outlook for selling American goods in our country is very good, but unless American manufacturers will take the pains of studying more closely—and to this purpose only personal visits here would be sufficient, I am afraid nothing can be done.

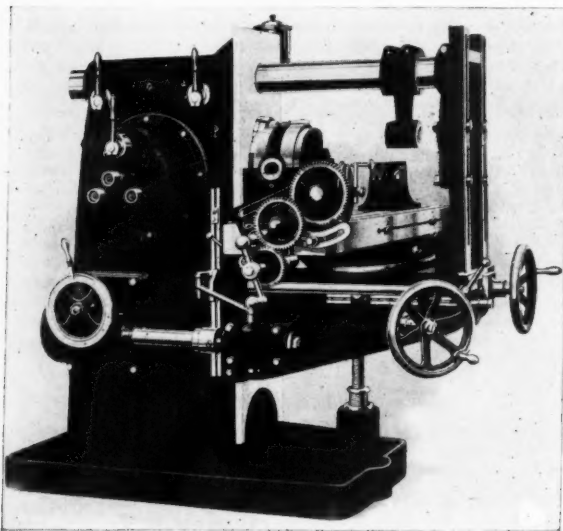
Our necessities, especially in industrial machinery, railway materials, locomotives and cars, construction materials, are enormous and very, very important business, with particulars, as well as with the Government, could be done, but to this purpose it is absolutely necessary that, as already told, people interested should be willing to undertake a journey to Roumania. Of course, it will be necessary also that some powerful financial concern be formed for this purpose, and I can assure you that there is no better place where good and profitable business could be done.

MECHANICAL

Milling Machine With Helical Drive.

The most striking feature in the design of this new milling machine, according to the manufacturers, is their application of the helical drive, which is found to be particularly desirable, because it is stated that a milling cutter so driven will last longer and do more and better work, for the drive is steady. Moreover, these machines are so constructed as to secure the sufficient range of speeds necessary in a commercial milling machine which, it is remarked, had not been secured with the helical drive until they were built.

The column is very rigid, ribbed internally and cast integral with the base, and the face of the column is extended above the overarm, affording very firm support for special fixtures. The knee is heavy and deep, absorbing all vibration from heavy cuts, and the table and saddle possess very large bearing surfaces.



THE NEW No. 3 MILLING MACHINE.

There are three T slots in the table and a large groove to collect and lead all cutting compounds to the drain. The spindle is of .60 carbon steel, and runs in bearings of phosphor-bronze. Both bearings are adjustable for wear. Twelve spindle speeds are obtained, ranging from 17 to 290 revolutions per minute in practically geometrical progression. The feed drive is positive from the primary shaft by means of a chain and sprocket and 16 feed changes are obtained, ranging from 6 inches to 22.3 inches per minute. Each feed screw has a graduated dial reading to thousandths of an inch. All feeds have fixed trips and one adjustable trip which can be placed to stop the table at any desired position. The vise has jaws $7\frac{1}{4}$ inches wide and they open $4\frac{3}{4}$ inches.

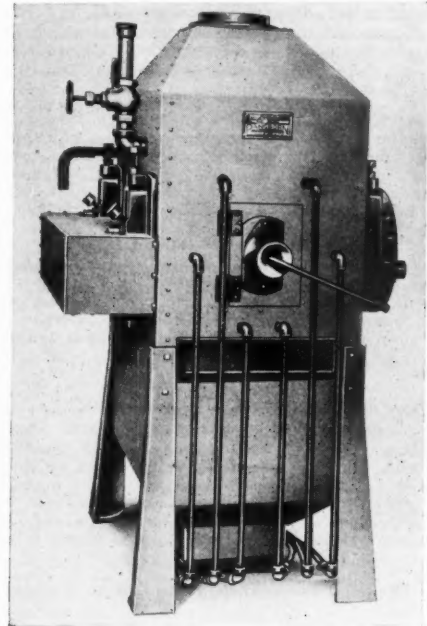
These machines are driven at a constant pulley speed of 600 revolutions per minute, requiring from 5 to $7\frac{1}{2}$ horse-power to operate. The dividing head meets the exacting requirements of modern shop practice, and it is especially rigid. The vertical milling attachment is made in three sizes—light, medium and heavy. The base is clamped to the column dovetail, no dependence being placed on the overarm. A number of other particulars are presented in a bulletin.

The manufacturers are Joseph T. Ryerson & Son, Chicago, who recently announced the association of the Ryerson and Conradson companies, and are now taking over the entire output of the Conradson Machine Tool Co. of Green Bay. The machine here illustrated is known as the No. 3 Ryerson-Conradson high-power milling machine, and the first of the pattern are just being delivered from the factory.

Rod-Cleaning Sand-Blast Cabinet.

A new cabinet for the sand-blasting of various-shaped rods, from three-eighths inch to seven-eighths inch diameter, just produced by the Pangborn Corporation, Hagerstown, Md., embodies some novel features of continuous operation, with hygienic construction for protecting the operator.

The blasting operation being entirely confined, the cabinet can be readily installed with other machine tools without detriment.



CABINET AS IT APPEARS IN USE.

and this feature also removes the operator from all contact with the dust-laden air. A set of rolls and guides at either end of the cabinet provide constant, uniform travel of the rods through the blasting zone. The feed rolls are shaped to handle all diameters within the range mentioned and of varying shapes.

By means of six blast projectors, centering to the rod at an angle of 45 degrees, the blast stream covers the entire surface of the rod, the discharge being directed toward or into a small chamber that utilizes the rebound effectiveness of the abrasive. Scale has been removed from a three-quarter-inch diameter rod with 80 pounds air pressure at 50 linear feet per minute.

The bottom of the cabinet forms a hopper for abrasive storage. The blast action is of the suction type, and individual feed boxes in plain sight of the operator feed each blast projector. Connection to an exhaust system removes disintegrated material.

The cabinet is adaptable for use with either sand or the metal abrasives, and occupies a floor space of but 45x51 inches, and is 69 inches high.

Four More Steel Ships to Be Constructed at Chickasaw Plant.

Birmingham, Ala., March 29—[Special.]—Four more ships are added to the number to be built at the plant of the Chickasaw Shipbuilding & Car Co., Mobile, subsidiary of the Tennessee Coal, Iron & Railroad Co., according to announcement by George Gordon Crawford, president of the Tennessee company. This makes 14 steel ships to be produced, two having been launched and almost ready for trial trips. The ships are to be of 9600 tons capacity, and the steel will be produced at Ensley and fabricated at Fairfield. The ships are to be used by the United States Steel Products Co., the exporting subsidiary of the Steel Corporation.

Final completion of the big steel plants of the Tennessee Coal, Iron & Railroad Co. at Fairfield and Westfield, near Ensley, brings into operation a car-producing plant, material for steel cars to be turned out at once.

Construction Department

EXPLANATORY.

The MANUFACTURERS RECORD seeks to verify and obtain additional information regarding all enterprises reported in its Construction Department, by direct daily correspondence. Further facts of news value are published later from telegraph, mail and representatives' reports. We appreciate having our attention called to errors that may occur.

DAILY BULLETIN.

The Daily Bulletin of the MANUFACTURERS RECORD is published every business day in order to give the earliest possible news about new industrial, commercial, building, railroad and financial enterprises organized in the South and Southwest. It is invaluable to manufacturers, contractors, engineers and all others who want to get in touch at the earliest moment with new undertakings, or the enlargement of established enterprises. The subscription price is \$20.00 per year.

Airplane Plants, Stations, Etc.

Tex., San Antonio.—Hangar.—War Dept., Constructing Quartermaster Office, 307 Calcasieu Bldg.; construct 125x270-ft. steel frame hangar at Brooks Field; bids until Apr. 15. (Previously noted to erect.)

Bridges, Culverts and Viaducts.

Ga., Hawkinsville.—Pulaski County Commr. Roads and Revenues, Morgan Thompson; construct concrete approaches and 210-ft. steel draw span over Ocmulgee River; 41,400 lbs. reinforcing steel; 3142 cu. yds. concrete; 4908 sq. yds. rock asphalt paving; 1754 lin. ft. concrete curbing; bids until Apr. 22; Garrett & Slack, Engrs., Bell Bldg., Montgomery, Ala. (See Machinery Wanted—Bridge Construction.)

Ga., Colquitt.—Miller County Commrs.; construct 800 ft. concrete bridge over Spring Creek; \$70,000. (Lately noted voting bonds.)

Ga., West Point.—Troup County Commrs. Roads & Revenues. W. T. Tuggle, Clk., LaGrange, Ga.; construct 482-ft. bridge over Chattahoochee River; steel concrete floor; 24-ft. roadway; brick pavement; \$145,000; contract to Austin Bros., Atlanta, Ga.; Virginia Bridge & Iron Co., Atlanta, Ga., and B. F. Clark & Son, St. Louis, Mo.; Garrett & Slack, Engrs., Montgomery, Ala. (Lately noted inviting bids.)

Okla., Oklahoma City.—Nacoma Red River Bridge Co. inceptd.; capital \$175,000; Emmer C. Choate, H. E. Courtney, both Oklahoma City; W. B. McClain, Wichita Falls, Tex.

Tex., Tyler.—Smith County Commrs.; construct bridges and culverts; 24.6 mi. gravel road; bids until Apr. 14; D. K. Caldwell, Highway Engr. (See Machinery Wanted—Bridge Construction.)

Tex., Waco.—Ch. Engr. Central Texas Electric Ry. Co., 2003 Amicable Bldg.; construct bridges; grading; surfacing; track-laying; bids until April 8. (See Machinery Wanted—Bridge Construction.)

W. Va., Clarksburg.—City, D. H. Hamrick, Clerk; construct Adamston, East Main, East Pike, Hartland and Sycamore St. bridges; reinforced concrete; six 448-ft. spans, total lengths 668 ft.; total widths 188 ft.; Concrete Steel Bridge Co., Contr., Clarksburg, has contract for Adamston bridge at \$78,986; Luten Bridge Co., Contr., Memphis, Tenn., Indianapolis, Ind., etc., has contract for East Main, East Pike, Hartland and Sycamore St. bridges at \$132,391; Chas. F. Mebus, Conslt. Engr., Clarksburg, and 907 Land Title Bldg., Philadelphia, Pa. (Lately noted inviting bids.)

W. Va., Wayne.—Wayne County Commrs., Frank H. Fry, Clk.; construct 4 steel bridges, superstructures over Twelve-Pole Creek; all 140-ft. spans with concrete floors; Project No.

B-5; \$44,048.48; Standard Engineering Co., Contr., Toledo, O.; Howard A. Levering, County Road Engr. (Lately noted inviting bids.)

Canning and Packing Plants.

Fla., Apalachicola.—National Grit Co. of Iowa; purchased cannery; remodel and enlarge.

Miss., Natchez.—Bluff City Canning Co.; erect 40x80-ft. building; unit plan.

Tenn., Knoxville.—T. L. Lay & Co. inceptd.; capital \$100,000; T. L., W. T. and Lewis M. Lay; erect 2-story concrete-brick construction building; \$75,000.

Tenn., Memphis.—McGuir Company, R. H. McGuir, Prest., Greenville, O.; erect 4-story brick, steel and concrete construction cannery; wood floors; 75,000 to 80,000 ft floor space; building and ground \$175,000 pack catsup, tomato pulp, peanut butter jams, etc.

Clayworking Plants.

Fla., Jacksonville.—Bricks, etc.—Arnold Stone, Brick & Tile Co. organized; M. A. Arnold, Prest.; install mchy.; initial weekly capacity 100,000 sand-cement bricks.

Md., Dorsey.—Fire Bricks.—Howard Refractories Co., A. Wolf, Secy.; improve plant; increase output. (Lately noted increased capital.)

Tenn., Dyersburg.—Bricks, etc.—Nichols Brick & Tile Co. inceptd.; capital \$25,000; Jno. Nichols, C. A. Rogers, Edmond Smith.

Tenn., Erwin.—Pottery.—Southern Potteries Co., Edward J. Owen, Mgr.; contemplates another unit.

Coal Mines and Coke Ovens.

Ala., Birmingham.—Lou Ala Coal Co. incorporated; capital \$6000; G. T. Callamore, Prest.; J. M. Gore, Jr., V.-P.; D. B. Gore, Secy.-Treas.

Ky., Hamden, P. O. Jeff.—Carr's Fork Coal Co., Henry E. Bullock, Prest., Lexington, Ky.; develop 3000 acres; daily capacity 2000 tons.

Ky., Hamden.—Kenmont Coal Co.; construct tippie; develop additional mines; increase capacity; erect 30 miners' houses.

Ky., Hazard.—Hazard Blue Grass Coal Corp. (lately noted chartered, capital \$1,000,000, at Bristol, Va.) organized; S. R. Jennings, Prest.; F. A. Garth, V.-P.; F. Zulantz, Secy.-Treas.; all Johnson City, Tenn.; developing 3000 acres; increase daily capacity to 2000 tons; install mchy.; erect miners' houses. (See Machinery Wanted—Cars.)

Ky., Praise.—Kanawha Elkhorn Collieries, 217 Ellicott Sq., Buffalo, N. Y., R. C. Simpson,

Gen. Supt., Praise; developing 4800 acres; 1200 tons daily; install 3 units and electrical power equipment, consisting each of 150 K. W. D. C. generators direct connected to two 200 H. P. boilers. (See Machinery Wanted—Generators; Boilers.)

Ky., Shepherdsville.—Clark-McDonald Coal Co. inceptd.; capital \$30,000; Joseph E., Robt. E. and Henry Clark.

Okla., Muskogee.—Interstate Coal Co. inceptd.; capital \$200,000; R. T. Price, J. T. Buckner, H. C. Croft, Jr.

Tex., Eagle Pass.—International Coal Mines Co.; plans enlargements and improvements.

W. Va., Brooke County.—Pittsburgh-Wellsburg Coal Co. inceptd.; capital \$50,000; James R. Craighill, John A. D. Dahlburg, both Pittsburgh, Pa.; Thos. A. Lee, Washington, D. C.

W. Va., Clarksburg.—Peacock Coal Co. inceptd.; capital \$150,000; Olandus West, Carl L. Horner, Fred McIntyre.

W. Va., Dana.—Callan Coal Co. inceptd.; capital \$25,000; W. T. Green, R. Sterrett, M. J. Williams.

W. Va., Charleston.—Carter-Ogle Co. inceptd.; capital \$50,000; J. H. Carter, J. E. Hiserman, C. A. Ogle.

W. Va., Fairmont.—Forest Coal Co. inceptd.; capital \$200,000; A. P. Brady, H. E. Engle, E. M. Showalter.

W. Va., Gilbert.—Guyan Collieries Corp. organized; capital \$2,000,000; W. P. Tams, Prest. and Gen. Mgr., Tams, W. Va.; J. B. Clifton, V.-P. and Treas., Beckley, W. Va.; purchased 11,000 acres; 6 workable seams; develop; plans annual output 300,000 tons by 1924.

W. Va., Herndon.—Monticello Coal Co. organized; F. M. Lee, Prest. and Gen. Mgr.; erect 50 miners' houses.

W. Va., Huntington.—Hooper-Mankin Fuel Co. organized; Luther and R. Mankin, T. H. Hooper.

W. Va., Marion County.—Ayrshire Corp. chartered; capital \$100,000; Samuel McClay, Laurence T. Sanders, both Pittsburgh, Pa.; William A. Siefert, McKeesport, Pa.; develop 22,000 acres.

W. Va., Monongahela County.—Connellsville Big Vein Coal Co., Point Marion, Pa., inceptd.; D. H. Horton, Connellsville, Pa.; J. L. Kendall, Jr., Cheat Haven, Pa.; S. A. Kendall, Washington, D. C.

W. Va., Penn-Mary.—Penn-Mary Coal Co., controlled by Bethlehem Steel Corp., Bethlehem, Pa.; expend \$1,000,000 for improvements; increase efficiency and production; install new machinery, build tipples, construct additional plants, etc.; plans annual output 1,500,000 tons.

W. Va., Bramwell.—Thomas Coal Co.; erect \$100,000 tippie and washer; Stevens-Adamson Co., Contr.

W. Va., Heatheman.—Mountain Eagle Collieries Co., 207 Charleston National Bank Bldg., Charleston, W. Va. (lately noted incorporated, capital \$75,000) organized; Lee Stone, Mgr.; develop 2250 acres; daily capacity 140 tons; increase to 600 tons; install electric-power plant. (See Machinery Wanted—Electric Equipment.)

W. Va., Shinnston.—Hood Coal Co. inceptd.;

In writing to parties mentioned in this department, it will be of advantage to all concerned if the Manufacturers Record is mentioned.

capital \$50,000; C. P. Hood, A. C. A. Cole, Marion Riley.

West Virginia.—Sterling Coal Co.; rebuild burned power-house and tippie; loss \$50,000.

Concrete and Cement Plants.

Ga. Savannah.—Concrete Products.—Cut Art Stone Co. inctd.; capital \$50,000; Mel-drim Thomson, Max E. Kleinstaub.

N. C. Shelby.—Concrete Blocks.—John J. Wilkins, Abe Jackson; establish plant; mfr. concrete blocks; mch. purchased.

Cotton Compresses and Gins.

Miss., Delta.—Planters' Gin Co. inctd.; capital \$7500; A. M. J. A. and F. B. Boykin, all Cuthings, Miss.; F. E. Graft, Rolling Fork, Miss.

Okla., Middleberg.—Middleberg Gin & Grain Co. inctd.; capital \$20,000; W. C. Miller, H. J. Bazar, E. E. Berry.

Tex., Ennis.—John Boren; rebuild burned cotton gin; loss \$7000.

Tex., Lockney.—Ben Whitefill; rebuild burned gin; \$10,000.

Tex., Memphis.—Owen-Burnett Gin Co.; rebuild burned plant; loss \$7000.

Cottonseed-Oil Mills.

N. C. Lagrange.—Lagrange Oil & Fertilizer Co. inctd.; capital \$50,000; Samuel Abbott, L. F. Davis, J. E. Jones.

Drainage Systems.

Fla., Fort Pierce.—North St. Lucie River Drainage Dist.; J. E. Andrews, Secy.; construct 6,000,000 cu. yds. drainage system; contract let; voted \$1,200,000 bonds.

La., Hahnville.—St. Charles Parish Gravity Drainage Dist. No. 1 Comms., Theodore Keller, Secy.; construct drainage system; \$180,000 bonds.

Tenn., Jackson.—Hess & Skinner, Engrs., Southwestern Life Bldg., Dallas, Tex., prepared plans for 55 mi. channel, 50 ft. wide, through Hardman, Madison, Haywood, Lauderdale and Tipton counties, affected by Hatchie River; 11,000,000 cu. yds. earth excavation; reclaim many thousands of acres.

Electric Plants.

Ala., Castleberry.—Castleberry Utilities Co. inctd.; capital \$20,000; G. G. Kramp; Robt. A. Baird, Secy.; build electric-light, ice and grate plants.

Ark., Pleron.—Arkansas Light & Power Co.; plans \$350,000 improvements; construct 24-mi. 33,000-volt transmission line from England to Stuttgart; \$80,000; 130 mi. distribution lines in Stuttgart and Lonoke fields, 6000 to 12,000 volts; furnish power for 20 rice wells.

Fla., Cocoa.—Cocoa Ice & Light Co. inctd.; capital \$50,000; Fred Bryan, Prest.; S. F. Travis, Jr., Secy.-Treas.

Fla., Jacksonville.—City Comsn.; plans extension street-lighting system; \$23,500.

Fla., Winter Garden.—Town, S. C. Carmack, Mayor; install electric-lighting plant; erect water-works, pumping station, mains, etc.; install pumps, air lift, fuel-oil engines, generators, exciters, switchboard, oil tank, air tanks, connections, foundations; repairing old buildings; bids until Apr. 23; Wilbur A. Ginn, Engr. (See Machinery Wanted—Electric-light Equipment.)

Ga., Reynolds.—City, E. E. Hodges, Mayor; construct electric-light plant; voted \$35,000 bonds. (Lately noted to vote.)

Ky., Brodhead.—Brodhead Lighting Co. incorporated; capital \$5000; W. E. Gravelly, J. T. Cass, D. B. Chandler.

Ky., Hazard.—Hazard Light & Power Co.; increase capital from \$50,000 to \$200,000; plans extensions and improvements.

Ky., Whitesburg.—Whitesburg Light & Power Co., H. C. Daniel, Mgr.; contemplates improvements.

La., Columbia.—City; install electric lights and water-works; voted bonds. Address The Mayor.

La., Monroe.—City, Arnold Berstein, Mayor; rebuild burned power and water plant.

La., Natchitoches.—Natchitoches Light and Water-works; G. J. Shehane, Supt.; plans \$85,000 improvements; erect \$12,000 power-house; Henry Mentz, Engr., Magnolia, Miss.; Spencer & Hinkley, Contrs., Shreveport, La. (Lately noted.)

La., St. Joseph.—City, W. M. Davidson, Mayor; construct electric-light plant; contemplates bond issue.

Md., Hagerstown.—City; enlarge electric-light plant; voted \$300,000 bonds. Address The Mayor. (Lately noted to vote.)

Md., Security.—Hagerstown & Frederick Ry. Co., M. A. Pooler, Gen. Mgr., Hagerstown, Md.; install 750 H. P. boiler.

Mo., Carthage.—City; improve electric and water plant; vote Apr. 6 on \$100,000 bonds. Address The Mayor. (Lately noted.)

N. C. Wilson.—City, T. A. Hinnant, Clk.; improve and extend electric-light system; issue \$125,000 bonds.

Okla., Altus.—City, C. A. Welch, Supt.; contemplates installation additional 700 K. V. A. engine and high-pressure boilers in light and water plants.

Okla., Burlington.—City; vote April 6 on franchise for electric-light system. Address The Mayor.

Okla., Carmen.—City, Electric Light & Water Dept., H. A. Kenderson, Supt.; contemplates construction 10-mi. transmission to Helena.

Okla., Claremore.—City; improve light and water systems; vote Mch. 25 on \$75,000 bonds. Address The Mayor.

Okla., Collinsville.—City Comms.; improve electric-light and power plant and water-works; vote Apr. 7 on \$120,000 bonds; Johnson & Benham, Const. Engrs., Firestone Bldg., Kansas City, Mo. (Lately noted.)

Okla., Perkins.—H. Askin; contemplates establishing electric-light and ice plant.

Okla., Pawnee.—City; improve electric-light plant and water system; vote April 6 on \$100,000 bonds. Address The Mayor.

Okla., Ponca City.—City; P. R. Dunton, Supt.; plans installation 1000 H. P. oil engine in electric-light and water plant.

Okla., Poteau.—Leflore Gas & Electric Co., F. E. Baird, Mgr.; plans installation generator and 100 H. P. boiler.

Okla., Tonkawa.—City; extend electric lights and water-works; construct white way in business district; bids until Apr. 8; Johnson & Benham, Const. Engrs., Firestone Bldg., Kansas City, Mo. (See Machinery Wanted—Electric-light Construction.)

S. C., Chesterfield.—Teal Light & Power Co., D. T. Teal, Mgr.; contemplates installation additional generating unit.

S. C., Georgetown.—City; purchase established electric-light plant; voted \$50,000 bonds. Address The Mayor.

S. C., Sumter.—City; construct \$250,000 to \$300,000 electric-light, power and ice plants. Address The Mayor.

S. C., Walterboro.—Walterboro Water, Light & Power Co., C. Binns, Mgr.; contemplates installation 75 K. V. A. generator and engine directly connected.

Tex., Archer.—City; A. Minnieh, Mgr.; plans construction electric-light plant.

Tex., Brownwood.—City; Mgr., Brashear; erect electric-lighting plant; street improvements, etc.; voted \$150,000 bonds. (Lately noted.)

Tenn., Carthage.—Smith County Electric Co., R. S. Seese, Mgr.; contemplates construction 11-mi. transmission line to Monoville, Riddletton and Dixon Springs.

Tenn., Coal Creek.—Black Diamond Coaleries; contemplates installation 225 or 325 K. V. A. 3-phase 60-cycle 2300-volt generator, directly connected to engine.

Tenn., Dickson.—City, E. S. Payne, Supt.; plans installation generating unit in electric-light plant.

Tenn., Greenfield.—City; install \$50,000 electric-light plant; A. Jenks, Engr., Union City, Tenn.

Tenn., Kingsport.—Kingsport Utilities, L. C. Dashiell, Treas.; plans construction substation and transmission line

Tenn., Monterey.—Monterey Light & Power Co., L. C. Parks, Mgr.; contemplates installation 60 H. P. engine and generator; short extensions to distribution system.

Tex., Bastrop.—Bastrop Water, Light & Ice Co., J. E. Haines, Supt.; plans installation 150 K. V. A. generator.

Tex., Canadian.—Canadian Water, Light & Power Co., E. Hoover, Mgr.; install additional engines; extend transmission lines.

Tex., Cisco.—Cisco Gas & Electric Co., P. W. Campbell, Mgr.; build transmission line to Abilene.

Tex., Clarendon.—Clarendon Light & Power Co. organized; capital \$200,000; erect electric-light and power plant.

Tex., Denison.—City; install electric-lighting system; purchase electrical pumping equipment for reservoir; vote Apr. 6 on \$244,000 bonds. Address The Mayor.

Tex., Gordon.—Gordon-Mingus Light Co., S. W. Daws, Mgr.; plans installation 50 H. P. generating unit.

Tex., Henderson.—Henderson Cotton Oil & Gin Co.; plans to construct generating plant.

Tex., Lewisville.—Lewisville Electric Light & Power Co.; contemplates installation \$6000 mch.

Tex., Lometa.—Lometa Light & Power Co., M. D. Mclear, Mgr.; plans installation additional oil engine and generator.

Tex., Marshall.—Marshall Electric Co., W. Campbell, Mgr.; contemplates installation 1500 K. W. turbo generator.

Tex., Palacios.—City, M. Lipscomb, Supt.; plans installation 75 K. V. A. unit in generating plant.

Tex., Perrytown.—Perrytown Utilities Co., C. E. Whippe; contemplates erection electric-light plant. (Lately noted inctd., capital \$25,000.)

Tex., San Benito.—Commonwealth Water & Electric Co., A. L. Harris, Mgr.; contemplates installation 200 H. P. generating unit.

Tex., Slaton.—L. H. Fuller Engineering Co., Louis H. Fuller, Cotton Hotel, Houston Tex.; install \$11,500 plant; 75 to 100 H. P.; machinery purchased; J. A. Elliott, Engr. (Louis H. Fuller lately noted to install plant.)

Va., Fredericksburg.—Northern Neck Railway & Power Co. inctd.; capital \$5,000,000; Willis H. Fowle, Prest.; G. D. Happer, V.-P.; M. Glennon, Secy.

Va., Fredericksburg.—Rappahannock Electric Light & Power Co., E. C. L. Picklen, Secy.-Treas.; construct 120x40-ft. steam addition; \$35,000; 400 H. P.; S. C. Foster, Engr. Fredericksburg Power Equipment Co., Contr., Philadelphia, Pa.

Va., Norfolk.—General Holding Corp. char-

tered; capital \$50,000; Claude D. Kellum, Prest.; D. W. Raper, Secy.

Va., Shenandoah.—City, A. V. Kern, Supt. water and light plant; plans installation 300 KVA generator.

Va., Richmond.—Richmond Carolina Chemical Co., 11 S. 12th St.; erect addition.

Va., Wakefield.—City; install electric lights; vote on \$20,000 bond issue. Address The Mayor.

W. Va., Madison.—Madison Water & Light Co. inctd.; capital \$25,000; C. W. Leftwich, E. E. White, E. C. Knabb.

W. Va., Martinsburg.—Hagerstown & Frederick Ry. Co., M. A. Pooler, Gen. Mgr., Hagerstown, Md.; construct 22-mi. 33,000-volt high-tension line to Winchester, Va.

W. Va., Millville.—Hagerstown & Frederick Ry. Co., M. A. Pooler, Gen. Mgr., Hagerstown, Md.; install 6250 KVA steam turbine; 750 H. P. boiler; construct 20-mi. 33,000-volt transmission line to Braddock Heights, Md.

Fertilizer Factories.

Fla., Leesburg.—McGuire Fertilizer & Phosphate Co.; erect fertilizer-mixing plant.

Ga., Macon.—F. S. Royster Guano Co.; rebuild burned mixing mills; loss \$200,000.

N. C., Lagrange.—Lagrange Oil & Fertilizer Co. inctd.; capital \$500,000; Samuel Abbott, L. F. Davis, J. E. Jones.

N. C., Wilmington.—Morris Fertilizer Co., J. M. Robinson, Mgr., Citizen and Southern Bank Bldg., Atlanta, Ga.; erect brick and mill-construction building; install sulphuric acid mchy.; daily capacity 60 tons; Peter S. Gilchrist, Archt. and Chem. Engr., Charlotte, N. C.; Geo. C. Thompson, Constr. Engr., Atlanta, Ga.

S. C., Chesnee.—Chesnee Fertilizer Co. organized; capital \$20,000; V. E. Hatchette, Prest.-Treas.; J. P. Ezell, Secy.; erect 100x80-ft. mill-construction building; bids until June 1; install mchy.; season capacity 3000 to 5000 tons fertilizers. (See Machinery Wanted-Motor.)

Flour, Feed and Meal Mills.

Ala., Livingston.—A. J. Reed; rebuild burned grist mill; loss \$3000.

Ky., Owensboro.—Sugarine Co. inctd.; capital \$300,000; A. D. MacLellan, E. G. Cain, C. W. Lyddane; purchased plant; mfre. stock feeds.

Md., Timonium.—Monkton Roller Mills, Thos. B. Wolfe, Mgr., Mt. Washington, Md.; erect 8-story and basement 116x44-ft. fireproof grain elevator, 250,000 bu. capacity; \$180,000; bids until Apr. 26; J. W. Spahr, Mill Supt.; install \$155,000 mill mchy.; daily capacity 2000 bbls. flour and 64 tons feed; Nordyke & Marmion Co., Archt., Indianapolis, Ind. Supercedes recent item. (See Machinery Wanted—Locomotive; Tank and Tower; Partitions.)

Mo., Perryville.—Altenburg Mills; rebuild burned plant; loss \$40,000.

N. C., Chapel Hill.—J. T. Fowler; erect flour mill; mchy. ordered.

Okla., Cherokee.—Farmers' Federation, O. W. Pfeifer, Local Mgr.; erect 40,000-bu. capacity grain elevator; tile; office and scales; total cost \$15,000.

Okla., Haskell.—Haskell Mill & Elevator Co. inctd. capital \$25,000; Jno. E. and Waldon W. Hancock, Roscoe D. Breden.

Okla., Middleberg.—Middleberg Gln & Grain Co. inctd.; capital \$20,000; W. C. Miller, H. J. Bazar, E. E. Barry.

Okla., Oklahoma City.—D. W. Hogan, Prest. Farmers' National Bank; erect 1,200,000-bu. terminal grain elevator; contemplates erection flour mill later.

Okla., Muskogee.—Farmers' Grain Exchange incorporated; capital \$25,000; W. F. Perkins, A. C. Campbell, John D. Wolle, all Fairview, Okla.

S. C., Greenville.—Acme Feed Co.; increased capital from \$5000 to \$15,000.

Tex., Fort Worth.—E. G. Rall; erect grain elevator; reinforced concrete; \$125,000; Jas. Stewart & Co., Contrs., Chicago, Ill.

Tex., Fort Worth.—Smith Bros. Grain Co., B. K. Smith, Prest., Box 555; erect 6-story 84x25x90-ft. headhouse; wood and iron; ten 40x15-ft. concrete tanks; purchased mchy.; total cost \$67,500; C. T. Hodge, Southwestern Engineering Co.; both Contrs.; Fred Kinney, Contr.-Constr. Engr., Box 555. (Supersedes recent item.)

Foundry and Machine Plants.

Ala., Birmingham.—Pipe, etc.—Birmingham Pipe & Fittings Co. inctd.; capital \$2000; K. A. Conville, Prest.; R. H. Wharton, Secy.

Ala., Birmingham.—Carburetor.—Floatless Carburetor Co. inctd.; capital \$1000; H. M. Smith, Prest. and Treas.; G. G. W. Hoover, V.-P.; Noble Richardson, Secy.

Ala., Birmingham.—Pipe and Fittings.—Stockham Pipe & Fitting Co.; improve plant; \$75,000; erect 2 buildings; reinforced concrete and brick construction; Eagle Iron Works, Contr., structural steel.

Ala., Gadsden.—Nails, etc.—Gulf States Steel Co. reported to erect 60x222-ft. addition to nail mill; steel; brick and concrete construction; install 30 nail machines; purchased; 60x370-ft. wire mill addition; \$200,000.

Ark., West Point.—Machine Shop.—J. P. Bradford; rebuild burned machine shop.

Ga., Atlanta.—Machine Shop.—Georgia Technological Institute; erect 2-story and basement 42x214-ft. addition to mechanical building; brick and concrete construction; steel floors and trusses; \$90,000; machine shop on first floor; wood shop on second; plans by Prof. F. P. Smith, charge Dept. of Architecture.

Md., Baltimore.—Machinery.—Monumental Machine Co., 3595 Elliott St., inctd.; capital \$10,000; Otto P. Poettger, Louis Muthert, Jno. W. Sims.

Mo., St. Louis.—Machine Lathes.—Lehman Machine Co., 606 S. Broadway; erect 2-story 110x195-ft. plant; monitor type; concrete foundation; \$450,000. (Previously noted to erect plant.)

Mo., St. Louis.—Tools.—Screw-set Tool Co. organized; erect building; mfre. small tools.

N. C., Cherryville.—Gray-Iron Castings.—Cherryville Foundry Works, C. C. Dellinger, Prop.; erect foundry; double capacity; mfre. gray-iron castings.

Okla., Muskogee.—Machine Shop.—Oklahoma Machine & Boiler Co.; erect 1-story machine shop; \$3000.

S. C., Union.—Machinery.—General Repair & Machinery Co. inctd.; capital \$3000; A. C. Osteen, Prest.; W. M. Withers, V.-P.; S. O. Wood, Secy.-Gen. Mgr.

Tex., Austin.—Seed Graders.—P. H. Rhyländer; erect plant; mfre. cottonseed graders.

Tex., Beaumont.—Iron.—Beaumont Iron Works Co., L. J. Black, Prest.; increase plant's capacity.

Tex., Galveston.—Iron Work.—Marine Iron Works inctd.; capital \$100,000; S. A. Dugan, J. Wamsley, H. Gray.

Tex., Waco.—Machinery.—D. June Machinery Co.; increased capital from \$100,000 to \$150,000.

Va., Richmond.—Machinery.—Austin Machinery Corp. chartered; Joseph F. Dempsey,

Prest., Brooklyn, N. Y.; Philip Bongiorno, Secy., New York.

Va., Roanoke.—Machinery.—Walker Machine & Foundry Corp. organized; Charles M. Walker, Prest.; Edward L. Stone, V.-P.; Franklin Moore, Secy.; erect first building; 60x100 ft.; steel construction; \$14,000; 2-acre site; Virginia Bridge & Iron Co., Contr.

W. Va., Charleston.—Mine Equipment.—Kanawha Mfg. Co., Thompson St.; rebuild burned plant.

Gas and Oil Enterprises.

Fla., Tampa.—Tampa-Kentucky Oil Co. incorporated; capital \$250,000; Jno. D. Hobbs, Prest.; Chas. H. Moorhouse, V.-P.; T. Ed. Bryan, Secy.-Treas.

Ky., Louisville.—Joseph Petroleum Corp. chartered; capital \$25,000; O. E. Joseph, Chas. Billiter, J. H. Robb.

Ky., Somerset.—Pulaski Oil & Development Co. inctd.; capital \$50,000; Jas. Poynter, R. C. Tarter, Roscoe Weddle.

La., Baton Rouge.—Refinery.—Constantin Refining Co., New First Natl. Bank Bldg., Tulsa, Okla.; plans erection 20,000-bbl. oil refinery; \$2,000,000.

La., Mansfield.—Refinery.—Hagan Producing & Refining Co., Jno. W. Hagan, Tulsa, Okla.; plans erection 1,000,000 oil refinery.

La., Shreveport.—Refinery.—Farmers' Oil & Refining Co.; establish \$75,000 plant; 8 buildings; unit system; install automatic treatment process; daily capacity 3000 bbls. oil.

La., Shreveport.—Refinery.—Great Southern Producing & Refining Co., W. J. Hungate, Secy.-Treas.-Mgr., 1007 Hume-Mansur Bldg., Indianapolis, Ind.; erect 12,000-bbl. refinery; \$900,000 building; contracts let; J. E. A. Moore, Constr. Engr., 702-1900 Euclid Bldg., Cleveland, O. (Supersedes recent item.)

Md., Mt. Washington.—McMahon Bros. Oil Corp. chartered; capital \$10,000; Harry McMahon, Jno. McMahon, Edw. Maxwell.

Okla., Ardmore.—Carter Drilling Co. incorporated; capital \$50,000; P. C. Dings, C. F. Adams, Edward Gait.

Okla., Bartlesville.—Planet Oil & Gas Co. inctd.; capital \$25,000; L. E. Beckman, W. W. Furnell, both Bartlesville; Elizabeth Rissler, Sedalia, Mo.

Okla., Duncan.—Citizens' Oil Co. inctd.; capital \$50,000; Monroe Harris, C. C. Coleman, O. M. Morris.

Okla., Lawton.—Swan Oil & Gas Co. inctd.; capital \$100,000; F. D. Ross, Eugene Mitchell, W. V. Shanklin.

Okla., Omega.—Cedar Valley Oil & Gas Co. inctd.; capital \$75,000; J. H. McAdams, J. E. Burson, both Omega; J. C. Brown, Loyal, Okla.

Okla., Pawhuska.—City; increase gas supply from 4,000,000 to 20,000,000 cu. ft.; lay 20,000 ft. 2-in. and 50,000 ft. 4-in. pipes; total cost \$50,000. Address The Mayor.

Okla., Ponca City.—Gasoline.—Supreme Gasoline Corp. chartered; capital \$25,000; L. H. Wentz, T. W. Prentice, Kork Kelly.

Okla., Tulsa.—Refinery.—Constantin Refining Co.; rebuild burned plant; loss \$500,000.

Okla., Wilson.—Stuchell Drilling Co. inctd.; capital \$50,000; A. C. Turner, Wilson; R. S. Stuchell, Carle McCullough, both Ardmore, Okla.

Tex., Cameron.—Refinery.—Longhorn Refining Co.; construct 2000-bbl. refinery.

Tex., Fort Worth.—W. M. Eaton Oil & Drilling Co. inctd.; capital \$50,000; W. M. Eaton, W. B. White, H. O. Powell.

Tex., Fort Worth.—Eclipse Drilling Co. incorporated; capital \$25,000; H. S. and J. O. Phillips, D. B. Trammell.

In writing to parties mentioned in this department, it will be of advantage to all concerned if the Manufacturers Record is mentioned.

Tex., Orange.—Cow Bayou Oil Co. inceptd.; capital \$50,000; J. N. Parker, E. L. Bruce.

Tex., Sabinal.—Sabinal Petroleum Co. incorporated; capital \$12,000; R. R. Kennedy, C. M. Donoho, H. C. Kling.

Va., Charlottesville.—City; improve gas plant; vote May 4 on \$35,000 bonds. Address The Mayor.

W. Va., Mannington.—States Fork Oil Co. inceptd.; capital \$75,000; Jno. K. Moodi, Harry W. Alford; both Mannington; Avon Reynolds, Fairmont, W. Va.

W. Va., Parkersburg.—Bills Oil & Gas Producing Co. inceptd.; capital \$50,000; R. E. Bills, Ralph Jones, H. P. Gallagher.

Hydro-Electric Plants.

N. C., Moravian Falls.—Moravian Falls Milling & Power Co., L. C. Humphries, Mgr.; contemplates installation turbine.

Va., Bedford.—City; improve hydro-electric and water systems; voted \$150,000 bonds. Address The Mayor.

Ice and Cold-Storage Plants.

Ala., Castleberry.—Castleberry Utilities Co. inceptd.; capital \$20,000; Robert A. Baird, Secy.; erect ice, electric-light and crate plants.

Ark., Blytheville.—Arkansas Grocery Co.; erect \$100,000 plant; install refrigeration equipment.

Ark., England.—Arkansas Light & Power Co.; enlarge ice plant.

Ark., Pine Bluff.—H. Bringman; establish ice plant.

Ark., Springdale.—Springdale Cold Storage Co. organized; erect ice plant and cold-storage warehouse; has plans.

Ark., Stuttgart.—Arkansas Light & Power Co.; enlarge ice plant.

D. C., Washington.—Washington Ice Co.; erect ice plant.

Fla., Miami.—Miami Fisheries Co., J. G. Grosland, Prest.; erect additional 50-ton ice plant.

Fla., St. Petersburg.—Citizens' Ice & Cold Storage Co., W. H. Hibbs, Secy.; increased capital to \$200,000.

Fla., Wauchula.—Wauchula Seed & Produce Co.; erect 36x127-ft. brick and concrete store-room and cold-storage building; concrete floor; electric lighting; \$600.

Ga., Midville.—H. A. Wasden, H. F. Bent; establish 10-ton capacity ice plant; mch. purchased.

Ga., Valdosta.—Valdosta Lighting Co.; erect ice-plant addition; increase daily capacity 25 tons.

Ky., Irvine.—Estill Ice Co.; erect ice plant; daily capacity 20 tons.

Ky., Campbellsville.—E. Coppock, J. T. Collins; purchased established plant; increase capacity.

Ky., Maysville.—Maysville Ice & Cold-Storage Co. inceptd.; capital \$50,000; W. Hall and Margaret Strode, W. F. Hall.

Ky., Versailles.—Versailles Ice Co.; enlarge plant; increase daily capacity to 15 tons.

Mo., Lawrence.—Lawrence Poultry Co.; erect 1-story 117x50-ft. refrigeration plant; J. T. Constant, Gen. Contr.; plumbing and electric work. Graber Bros.; both Lawrence; A. B. Anderson, Archt., New York Life Bldg., Kansas City.

Mo., Mexico.—W. L. Davenport Co.; plans erecting cold-storage warehouse.

Mo., Pleasant Hill.—Crescent Creamery Co.; improve ice plant; install equipment; double capacity.

Mo., Springfield.—Greene County Farmers'

Assn., W. W. Wadsworth, Prest.; establish cold-storage plant and creamery; \$75,000.

N. C., Louisburg.—W. T. Pierson; purchased established ice plant; install additional mch.

N. C., Wilmington.—Arctic Ice Co., Greensboro, N. C.; erect ice plant.

Okla., Boley.—Boley Ice & Fuel Co. inceptd.; capital \$6000; H. C. Taylor, W. M. Hazel, W. L. Jones.

Okla., Boley.—Boley Ice & Fuel Co. inceptd.; capital \$6000; H. C. Taylor, W. M. Hazel, W. L. Jones.

Okla., Oklahoma City.—Crystal Ice & Ice-Cream Co.; remodel plant; Triumph Ice Machine Co., Contr., Cincinnati, Ohio.

Okla., Perkins.—H. Askins; establish ice and electric-light plant.

Okla., Quinton.—Ward Ice Co., Fort Smith, Ark.; establish ice plant.

S. C., Seneca.—Seneca Ice & Fuel Co. incorporated; capital \$20,000; J. M. King, Prest. and Mgr.; J. C. Moore, V.-P. and Secy.; J. A. Sanders, Treas.

S. C., Sumter.—City; erect ice, electric-light and power plants; \$250,000 to \$300,000. Address The Mayor.

S. C., York.—Yorkville Cotton Oil Co., Harry E. Neil, Mgr.; install ice plant; daily capacity 6 tons.

Tenn., Bristol.—C. E. Eyler; erect 80-ton raw-water ice plant.

Tenn., Nashville.—Tennessee Creamery Co.; erect cold-storage plant; contemplated.

Tex., Austin.—Home Ice & Cold-Storage Co.; establish ice plant.

Tex., Bronson.—Bronson Ice Co.; erect ice plant.

Tex., Caldwell.—Parkhill Feed & Produce Co., T. B. Parkhill; erect cold-storage plant.

Tex., Eastland.—H. P. Brelsford; erect cold-storage plant.

Tex., Fort Worth.—J. W. Bondurant; erect cold-storage warehouse; has plans.

Tex., Goose Creek.—W. P. Moon, Galveston, Tex.; build 30-ton ice plant.

Va., Orange.—Orange Coal & Ice Co. inceptd.; capital \$5000; A. B. Warren, Prest.; H. G. Tyne, Secy.; mfr. ice; establish laundry.

Va., Richmond.—Patrick Young Packing Co.; erect ice factory and packing plant; \$150,000.

Va., Warrenton.—Warrenton Electric & Ice Co.; erect ice plant; has plans.

W. Va., Ronceverte.—Ronceverte Ice & Produce Co. organized; C. H. Thompson, Prest.; W. E. Degans, V.-P.; Guy B. Montgomery, Treas.; erect fireproof building; brick and concrete construction; \$20,000; bids open Apr. 5. (Lately noted inceptd., capital \$50,000.)

Iron and Steel Plants.

Md., Baltimore.—Rolling Mill.—National Steel Rolling Mill Co., 235 Passaic St., Newark, N. J., and Schuylkill Haven, Pa.; Baltimore office at 203 Keyser Bldg.; New York office at 114 Liberty St.; build \$100,000 plant; oil and electrically operated reclaiming steel bar rolling mill; annual capacity 9000 tons; has Schuylkill Haven plant with annual capacity 25,000 tons muck, reinforcing and merchant steel bars.

Md., Sparrows Point.—Iron Furnace.—Bethlehem Steel Corp.; on Mch. 22 blew in furnace; 24-hr. capacity 500 tons iron; first of 2 iron furnaces which are portion of \$50,000,000 plant additions previously announced.

Tex., Rusk.—Iron Furnace.—Texas Steel Corp., L. P. Featherstone, Prest., Beaumont, Tex.; purchased State iron furnace; \$112,500; reported to remodel and blow in during next several months.

W. Va., Wheeling.—Iron Furnace, etc.—Whitaker-Glessner Co.; meets Apr. 7 to vote on increasing capital from \$7,000,000 to \$60,000,000.

Land Developments.

La., Monroe.—Ouachita Realty & Development Co. inceptd.; capital \$40,000; Jno. L. Mulholland.

N. C., Charlotte.—R. L. Goode; develop residence grounds; E. S. Draper, Landscape Archt., Charlotte and New York.

N. C., North Charlotte.—Mecklenburg Mills; improve mill village; E. S. Draper, Landscape Archt., Charlotte, N. C., and New York.

N. C., Salisbury.—M. L. Jackson; develop residence grounds; E. S. Draper, Landscape Archt., Charlotte, N. C., and New York.

Salisbury, N. C.—Mrs. Edwin Gregory; develop residence grounds; E. S. Draper, Landscape Archt., Charlotte, N. C., and New York.

S. C., Rock Hill.—Rock Hill Country Club, N. G. Walker, Prest.; develop country club, lay out golf course; E. S. Draper, Landscape Archt., Charlotte, N. C., and New York.

Tenn., Nashville.—City, Wm. Gupton, Mayor; improve Memorial Square; voted \$600,000 bonds.

Lumber Manufacturing.

Ala., Maplesville.—W. W. Earnest; erect mill-construction building; install planing mill; \$25,000. E. L. Watson, Contr. (Lately noted to install mill.)

Ala., Tuscaloosa.—Lehr Hardwood Co., Memphis, Tenn.; establish sawmill.

Fla., Daytona.—Howell Lumber Co., New Smyrna, Fla.; establish branch mill.

Fla., Miami.—Hickson & Cook inceptd.; capital \$25,000; John Hickson, Jr., Prest.; Geo F. Cook, V.-P.; Wilfred L. Cook, Secy.-Treas.

Fla., New Smyrna.—Bond-Howell Lumber Co. inceptd.; \$100,000; changed name from New Smyrna Lumber Co.

Fla., Vero.—Vero Planing Mill, Mr. Crosby; construct 50x100-ft. building; concrete construction; \$6000; Bero Concrete Co., Contr.

Ga., Woodbine.—Crosby Thompson, West Point, Va.; purchased more than 56,900 acres timber land in Camden County, on Satilla and Cumberland Rivers; 100 sq. mi.; estimated to contain 150,000,000 ft. pine and hardwood lumber; cut timber and colonize; organize company to build sulphate-pulp mill.

La., Alexandria.—Lewis Lumber Co. inceptd.; capital \$100,000; William M. Cady, Prest.; Branch E. Smith, Secy.-Treas.; both McNary, La.; Benjamin F. Lewis, V.-P., Anacoco, La.

La., Meville.—C. T. Whitman Lumber Co. of Louisiana organized; H. A. Morrison, T. T. Whitman, Earle, Ark.; acquired 20,000 acres timber tract; install mills and logging equipment; \$190,000; daily capacity 90,000 ft. hardwood. (Lately noted to erect 2 saw-mills.)

N. C., Dunn.—Tilgham Lumber Co.; rebuild burned plant; loss \$500,000.

N. C., Burgaw.—Foreman-Derrickson Lumber Co. inceptd.; capital \$350,000; W. B. Foreman, Burgaw; J. W. Derrickson, Norfolk, Va.; L. R. Foreman, Elizabeth City, N. C.

Okla., Madill.—Hone Lumber Co. inceptd.; capital \$50,000; R. A. Rabon, A. H. Colby, A. M. McClelland.

S. C., Denmark.—Denmark Planing Mill Co. organized; L. N. Bagnal, Prest., Columbia, S. C.; S. C. Paysinger, V.-P. and Mgr.; R. K. Footman, Secy.-Treas.; erect mill-construction building; \$6000; install planing mill mch.; \$15,000 to \$20,000; daily capacity 30,000 ft.

Tex., Longview.—Woolley-Morgan Lumber

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Co. inceptd., capital \$25,000; O. S. and J. P. Woolley, A. E. Morgan.

Va., Danville.—Danville Lumber Co.; rebuild burned plant; loss \$25,000.

Va., Long Spur.—Spur Branch Lumber Co.; rebuild burned sawmill.

W. Va., Charleston.—National Mill & Lumber Corp. chartered; \$100,000; S. A. Moore, E. W. Simpson, both Charleston; S. A. Lewis, Chelyan, W. Va.

W. Va., Webster County.—Ranwood Lumber Co., Parkersburg, W. Va.; acquired 2500 acres timber tract; develop in connection with 8160 acres purchased last year.

Metal-Working Plants.

N. C., Asheville.—Needles.—National Needle Co. inceptd.; capital \$50,000; E. I. Clancy, O. R. Jarrett, George R. Rose; mfrs. embroidery and turning needles.

S. C., Anderson.—Metal Shingles.—John T. Burris & Son; erect 30x110-ft. plant addition; brick construction.

Tex., Dallas.—Metal and Wood Beds.—Lone Star Bed Mfg. Co., Logan and Harrison Sts.; erect first unit of plant, 75x100-ft. building; mfrs. beds; later mfrs. mattresses.

W. Va., Charleston.—Sheet Metal.—Griffith-Foster-Rodes Co. inceptd.; capital \$10,000; Geo. M. Griffith, W. A. Foster, F. S. Rodes.

Mining.

Fla., Bartow.—Phosphate.—Peace Valley Phosphate Co. inceptd.; J. Forrest Caldwell, G. C. Long, N. E. Stewart.

Miss., Greenville.—Gravel.—Columbus Gravel Co. inceptd.; capital \$150,000; E. H. Reeder, Greenville; C. G. Kershaw, Birmingham, Ala.; W. Broadnax, McAllister, Okla.

N. C., Penland.—Dibbell Mineral Co.; increased capital from \$25,000 to \$100,000.

Okla., Ada.—Asphalt.—National Rock Asphalt Co. organized; Bert Hahn, Prest., Ada; W. E. Emick, V.-P.; C. W. Gould, Secy.; both Lawrence, Kans.; develop 220 acres; install \$20,000 pulverizing plant.

Okla., Oklahoma City.—Alunite.—Alunite Co. of America inceptd.; capital \$750,000; G. G. Schlberg, Oklahoma City; Robert Schlberg, St. Louis, Mo.; H. M. Evans, Kansas City, Mo.

Va., Basic.—Augusta Mineral Co. inceptd.; capital \$350,000; J. B. Sanford, Prest.; W. C. West, Secy.

W. Va., Sistersville.—Iron.—W. J. Priestley, South Charleston, W. Va.; G. K. Nesbitt, Edw. Frazier; both Hanging Rock, O.; leased 3000 acres iron-ore land; develop; build standard-gauge railway from Sistersville to Nitro.

Miscellaneous Construction.

Ga., Savannah.—Coaling Station.—Taggart Coal Co.; construct coaling station; leased site with river frontage of 650 ft.

La., Shreveport.—Revetment.—Bossier Parish Police Jury; construct revetment work on bank Red River; \$69,500; A. W. Farney, Contr., Kansas City, Mo.

Tex., Yoakum.—Heating Plant.—City Commissioners; construct heating plant for Huth Memorial Hospital; vote Apr. 6 on \$10,000 bonds.

Va., Newport News.—Pier, etc.—City; Municipal Industrial Comsn., Godfrey L. Smith, Chrmn.; repair pier; Geo. W. Jones, Contr., Hampton, Va.; construct bulkhead, Alsop & Peirce, Contrs., Newport News; T. E. Pearce, City Engr. (Bids lately noted.)

Miscellaneous Enterprises.

Fla., Miami.—Contracting.—Regar, O'Neill & Shea Co. inceptd.; capital \$30,000; W. J. Regar, Prest.; D. W. Shea, V.-P.; T. E. O'Neill, Secy.-Treas.

Fla., Miami.—General Construction.—G. P. V. Construction Co. inceptd.; capital \$10,000; Jno. C. Gaffney, Prest.; William Verrier, V.-P. and Secy.; E. H. Pierson, Treas.

Miss., Jackson.—Potato Curing.—Farmers' Potato Curing Corp. chartered; capital \$15,000; R. H. Green, S. J. Taylor, F. L. Nelson.

Mo., Kansas City.—Printing.—Mrs. Emma Meyer, 4401 Warwick Blvd.; erect 2-story and basement 90x140-ft. printing plant addition; Mosby-Goodrich Construction Co., Contr., 904 New York Life Bldg.; J. C. Sunderland, Archt., 313 Interstate Bldg.; Hendrick & Huff, Structural Engrs., 506 Interstate Bldg.

Mo., St. Louis.—Laundry.—Superior Laundry, M. R. Orthwein, Secy.-Treas., 1827 S. Compton Ave.; rebuild burned plant; loss \$75,000.

N. C., Beaufort.—Printing.—Beaufort News inceptd.; capital \$4000; W. Giles Mebane, W. A. Mace, C. R. Wheatley.

N. C., Gastonia.—Publishing.—Gastonia Daily Gazette; erect 2-story basement building; brick, with stone and marble trimmings; has plans.

N. C., Marion.—B. L. Lunsford, Secy. Chamber of Commerce; interested in establishment of laundry.

S. C., Hartsville.—Laundry.—Sanitary Laundry Co. inceptd.; capital \$25,000; Wm. Egles-ton, Prest.; T. E. Goodson, V.-P.; F. E. Hin-nant, Secy.-Treas.; S. W. Garritt, Mgr.; erect 30x75-ft. ordinary-construction building; \$2500; install \$15,000 mch. (See Machinery Wanted —Boiler.)

N. C., Raleigh.—Publishing.—The Times, Jno. A. Parks, Publisher; erect 2-story fireproof building; reinforced concrete, brick and tile construction; concrete floor; 40x125-ft. site; install sprinkler system; steam heating, \$65,000; J. M. Kennedy, Archt.; W. B. Barrow, Contr.

Okla., Allen.—Laundry.—Allen Steam Laundry inceptd.; capital \$12,000; Cecil A. Crumley, Willis C. Folsom.

Okla., Holdenville.—Construction.—Holdenville Home Construction Co. inceptd.; capital \$25,000; M. T. Chapman, N. E. Templeman, J. H. Clawson.

Okla., Oklahoma City.—Lighting Supplies.—Victor Lighting & Distributing Co. inceptd.; capital \$10,000; B. C. Orner, H. G. Wicks, A. B. Almes.

Okla., Oklahoma City.—Printing.—Trave-Trammel Co., 116½ W. 2d St.; erect 1-story 50x140-ft. building; \$17,000.

S. C., Hartsville.—Laundry.—Sanitary Laundry Co. inceptd.; capital \$25,000; Wm. Egles-ton, Prest.; T. E. Goodson, V.-P.; F. E. Hin-nant, Secy.-Treas.

S. C., Georgetown.—Publishing.—Georgetown Publishing Co. inceptd.; capital \$5000; E. N. Beard, Prest.; Clarence C. Phillips, V.-P.; R. M. McConnell, Secy.-Treas.

Tex., Dallas.—Dairy.—Tennessee Farm Dairy Co.; rebuild burned plant; loss \$50,000.

Tex., Fort Worth.—Dyeing.—E. C. Manning; erect \$15,000 dyehouse.

Tex., Fort Worth.—Laundry.—Liberty Laundry Co. inceptd.; capital \$50,000; C. A. Hertig, M. D. Hansard, W. H. Beck.

Tex., Palacios.—Mud Shell.—Palacios Shell Co.; increased capital from \$50,000 to \$75,000.

Tex., San Antonio.—Paving.—Southwestern Bitulithic Co.; increased capital from \$100,000 to \$150,000.

Va., Bedford.—Electrical.—Tate-Saunders

Electrical Corp. chartered; capital \$10,000; J. L. Saunders, Prest., Huddleston, Va.; J. Q. Tate, Secy., Bedford.

Va., Charlottesville.—Fire Equipment.—City; improve fire department; vote May 4 on \$20,000 bonds. Address The Mayor.

Va., Orange.—Laundry.—Orange Coal & Ice Co. inceptd., capital \$5000; A. B. Warren, Prest.; H. G. Tyne, Secy.; establish laundry.

Va., Richmond.—Paving Contractor.—South-ern Willite Paving Co. inceptd.; capital \$5000; Landon R. Mason, Jr., Prest.; J. McD. Well-ford, Secy.

Miscellaneous Factories.

Ala., Selma.—Creamery.—Purity Ice & Creamery Co. inceptd.; capital \$165,000; S. F. Hobbs.

Ark., Little Rock.—Log Loader.—Foster Log Loader Mfg. Co. inceptd.; capital \$30,000; R. C. Childs, Prest.; W. L. Hale, Secy.-Treas.

Ark., Little Rock.—Sulphuric Acid, etc.—H. C. Couch, Little Rock; Everly M. Davis, New York; purchased Government pierle acid plant; install mch.; mfrs. sulphuric acid and other chemical products; R. C. Warren, Local Representative.

Ark., Russellville.—Creamery.—Purity Ice-Cream & Creamery Co. inceptd.; capital \$25,000; Elbert Garrett, Prest.; J. J. Davidson, V.-P.; Thos. P. Fleming, Secy.

Fla., Orlando.—Products.—Eatsum Products Corp.; erect 5-story addition; \$125,000.

Fla., St. Petersburg.—Candy.—Frank C. Carley, Joe B. Robinson; purchased 160x100-ft. site and building; remodel building; mfrs. candy and jellies from citrus fruits.

Ga., Columbus.—Bakery.—Louis Wolfson; establish bakery.

Ga., Griffin.—Electrical.—Griffin Electric & Plumbing Co. inceptd.; capital \$12,000; J. A. Ingram, D. M. Richardson, D. L. Stockbridge.

Ga., Woodbine.—Sulphate Pulp.—Crosby Thompson, West Point, Va.; organize company; build sulphate-pulp mill.

Ky., Owensboro.—Bakery, etc.—Forest Head, Jas. L. Miller; establish bakery and ice-cream plant.

Ky., Paducah.—Cigars.—Irvin S. Cobb Cigar Co.; increase capital from \$1000 to \$25,000.

La., New Iberia.—Newsprint Paper.—United Fiber & Products Co., W. T. Larkin, Prest., 1520 Fidelity Bldg., Baltimore, Md.; purchased Sugar Cane By-Products Co.'s mill; daily capacity 8 tons paper pulp from bagasse, rice straw, etc.; expend \$150,000 for new mch. and accompanying improvements; change to daily capacity 15 tons newsprint paper; Cyrus F. Logan, Engr., 467 C St. N. W., Washington, D. C.

Md., Asbestos.—Linoleum.—Arthur E. Van Bibber, Philadelphia, Pa.; purchased Baltimore Roofing & Asbestos Mfg. Co.'s plant, including 19-acre site, 867x54-ft. concrete building, 390x31-ft. warehouse, power-house and printing plant; \$555,000; equip to mfrs. linoleum.

Md., Baltimore.—Sugar Refinery.—American Sugar Refining Co., 117 Wall St., New York; let contract Stone & Webster Engineering Corp., 147 Milk St., Boston, Mass., to erect sugar refinery; main building 6 or 8 stories, concrete construction. (Previously noted as proposing \$8,000,000 investment for sugar refinery, including pier for 4 largest-size ocean vessels, warehouses, unloading machinery, industrial railway, etc., on 15-acre water-front site.)

Md., Baltimore.—Candy.—John W. Waldeck Co. inceptd.; 105 N. Howard St.; Jno. W. Waldeck, Hugh H. Trader, R. Contee Rose.

Md., Baltimore.—Chemicals.—Wiley & Co., 7

S. Gay St.; erect 3-story building; \$100,000; 122x75-ft. site; Wm. Gordon Beecher, Archt., Frederick Rd.

Md., Baltimore—Inks.—Standard Mfg. Co. inceptd.; 101 Balderston St.; capital \$500,000; Wm. L. Ellis, Nathan S. Faucett, Jno. L. Hargrove.

Md., Baltimore—Drugs.—National Pharmaceutical Mfg. Co., 311 S. Charles St., organized; Geo. Lemke, Prest.-Mgr., 3504 Bank St.; Alexander Cohn, V.-P. and Secy., 1925 E. Baltimore St. (Lately noted inceptd., capital \$100,000.)

Md., Baltimore—Coll Mfg. Co., 1105 S. Linwood Ave., inceptd.; capital \$20,000; Leo F. Coll, Jno. H. Ramey, Jas. Cox.

Md., Hagerstown—Bakery.—People's System Bakeries, Chicago; establish branch plant.

Miss., Columbus—Medicine.—Big Chief Medicine Co. inceptd.; capital \$10,000; R. B. Frauch, J. I. Harrison.

Mo., Jefferson City—Ice Cream.—Weber Ice Cream Co.; remodel plant; install mchy.

Mo., Jefferson City—Monuments.—Cole County Monument Co. organized; Chas. E. Salisch, Walter H. Jens.

Mo., Jefferson City—Saddlery.—Ruwart Bros. Saddlery Co., C. J. Wilder, Supt.; establish horse-collar factory; remodel building; mchy. ordered; luns construction building; 145-ft. frontage.

Mo., Joplin—Creamery.—Springfield Creamery Co., Springfield, Mo.; enlarge subplant; increase annual capacity from 2,000,000 to 4,000,000 lbs. butter; lease ½ first floor market-house; \$50,000 plant.

Mo., Kansas City—Stucco, etc.—Manganese Stucco & Material Co. organized; Earl F. Nance, R. F. Morris; both Kansas City; H. E. Gardner, Springfield, Ill.; purchased 265x120-ft. factory site; mfrs. magnesite, stucco and granite marble flooring.

Mo., St. Louis—Automobile Enamels.—Perfection Enameling & Plating Works, 4528 Page Ave., organized; capital \$100,000; W. E. Patch, Prest.; mfrs. automobile enamels. (See Machinery Wanted—Filters.)

N. C., Asheville—Creamery.—Carolina Creamery Co., Curtis Bynum, Prest.; erect 3-story fireproof building; bids probably in June; install creamery and ice mchy.; milk, butter, ice, etc.; Chas. Waddell, Archt. (See Machinery Wanted—Building Equipment.)

N. C., Charlotte—Beverages.—Lime-Cola Bottling Co., B. D. Wilson, Mgr., Orangeburg, S. C.; has building; establish plant; install \$40,000 mchy.; daily capacity 800 to 1000 cases. (Supersedes recent item.)

N. C., Gastonia—Beverages.—Lime-Cola Bottling Co., B. D. Wilson, Mgr., Orangeburg, S. C.; has building; establish plant; install \$40,000 mchy.; daily capacity 800 to 1000 cases. (Supersedes recent item.)

N. C., Greensboro—Candy.—Balance & Co.; erect 3-story-and-basement building; mfrs. candy; Coe & Lanning, Contrs.

N. C., Greensboro—Cigars.—Bobrow Bros., Philadelphia, Pa.; establish branch factory; annual capacity 100,000,000 cigars; leased 3-story 100x50-ft. brick building; remodel at cost \$10,000.

N. C., Lenoir—Clothing.—Moore-Carpentering Clothing Mfg. Co. inceptd.; capital \$100,000; Geo. E. Moore, L. E. Carpenter, E. A. Allen.

N. C., Newbern—Redrying Tobacco.—Eastern Tobacco Co. inceptd.; capital \$100,000; J. A. Glenn, T. A. Uzzell, F. W. Kennedy.

Okl., Oklahoma City—Bakery.—Oklahoma Bread Co.; erect 3-story brick building; bakery; \$40,000.

Okl., Oklahoma City—Zalondek & Bahn, W. B. Bahn, Prest., 607 Colcord Bldg.; erect

2-story 125x25-ft. factory building; \$100,000; Monnot & Reid, Archts., 409 Empire Bldg.

Okl., Oklahoma City—Overalls.—New State Shirt & Overall Co., 1132 W. 4th St.; erect 3-story and basement 190x75-ft. factory building; Chas. P. Nieder, Archt., Empress Theater Bldg., Oklahoma City; W. S. Bellows, Gen. Contr., Kansas City, Mo. (Lately noted.)

S. C., Anderson—Bakery.—Palmetto Bakeries, Greenville, S. C., organized; Walter W. Goldsmith, Prest.; A. D. Putman, Treas.-Mgr.; install 2 gas ovens, baking mchy, etc.; bread, rolls, buns, etc. (Lately noted at Greenville, S. C., inceptd., capital \$15,000.)

S. C., Bamberg—Redrying Tobacco.—M. B. Burch, A. M. Denbow; erect 15,000 lbs. daily capacity tobacco redrying plant; steel structure.

S. C., Charleston—Chemicals.—Charleston Chemical Co. inceptd.; capital \$125,000; W. A. Hutchison, Prest.; J. E. Hancock, Secy.-Treas.

S. C., Charleston—Bakery.—Condon Cake Co. inceptd.; capital \$75,000; Wm. F. Condon, Sr., Prest.; H. G. Condon, Secy.

S. C., Columbia—Peanut Oil.—L. S. Covin of Loyal Contracting Co., 1518 Sumter St.; establish peanut-oil mill. (See Machinery Wanted—Oil Machinery.)

S. C., Columbia—Beverages.—Lime-Cola Bottling Co., B. D. Wilson, Mgr., Orangeburg, S. C.; has building; establish plant; install \$40,000 mchy.; daily capacity 800 to 1000 cases. (Supersedes recent item.)

S. C., Columbia—Candy.—Averill Candy Co. inceptd.; capital \$10,000; Fred S., F. E. and J. M. Averill.

S. C., Georgetown—Turpentine.—Wehaw Turpentine Co. organized; J. G. Lewis, Prest.; W. L. Giles, Mgr.; all Jacksonville, Fla.; has building; install turpentine plant. Lately noted at Jacksonville, Fla., inceptd., capital \$100,000. (See Machinery Wanted—Tanks.)

S. C., Greenville—Underwear.—Nuckasee Mfg. Co.; increase capital to \$125,000.

S. C., Greenville—Beverages.—Lime-Cola Bottling Co., B. B. Wilson, Mgr., Orangeburg, S. C.; has building; establish plant; install \$40,000 mchy.; daily capacity 800 to 1000 cases. (Supersedes recent item.)

S. C., Kingstree—Redrying Tobacco.—Independent Redrying Tobacco Co. organized; capital \$50,000; W. K. McIntosh, Prest.; R. N. Speigner, Secy.-Treas.; S. M. Glenn, Mgr.; erect 2-story 160x100-ft. fireproof building; install \$15,000 mchy., including 100 H. P. boiler, 30 H. P. steam engine, 25 H. P. electric motor; daily output 40,000 lbs. leaf tobacco. (See Machinery Wanted—Boiler; Engine; Motor.)

S. C., Newberry—Beverages.—Lime-Cola Bottling Co., B. B. Wilson, Mgr., Orangeburg, S. C.; has building; establish plant; install \$40,000 mchy.; daily capacity 800 to 1000 cases. (Supersedes recent item.)

S. C., Orangeburg—Beverages.—Lime-Cola Bottling Co., B. B. Wilson, Mgr.; has building; establish plant; install \$40,000 mchy.; daily capacity 500 cases. (Supersedes recent item.)

S. C., Spartanburg—Beverages.—Lime-Cola Bottling Co., B. D. Wilson, Mgr., Orangeburg, S. C.; has building; establish plant; install \$40,000 mchy.; daily capacity 800 to 1000 cases. (Supersedes recent item.)

S. C., Sumter—Beverages.—Lime-Cola Bottling Co., B. B. Wilson, Mgr., Orangeburg, S. C.; has building; establish plant; install \$40,000 mchy.; daily capacity 500 cases. (Supersedes recent item.)

S. C., Sumter—Stemmering.—Sumter Stemmering Co., G. A. Lemmons, Secy.-Treas.; construct stemmering; \$60,000; reinforced concrete and brick buildings; install \$65,000 mchy.; 120 H. P. steam boiler, electric freight elevator, hydraulic press, scales. Lately noted in-

creased capital. (See Machinery Wanted—Boiler; Elevators; Press; Scales.)

S. C., York—Bakery.—R. J. Mackorell; contemplates establishing bakery.

Tenn., Knoxville—Creamery.—Tennessee Valley Creamery Co.; plans erection creamery and ice-cream plant.

Tex., Beaumont—Bags.—Beaumont Bag Co.; increase capital from \$5000 to \$40,000.

Tex., Eastland—Ice Cream.—Eastland Ice Cream Co.; erect \$20,000 ice-cream plant; has let contract.

Tex., Eastland—Storage Batteries.—Eastland-Stephens Storage Battery Co. inceptd.; capital \$25,000; Tom Harrell, Joe N. N. Rosenquest.

Tex., Fort Worth—Dye Works.—Manning Dye Works; erect 1-story brick building; \$18,000; Echols Bros., Contr.

Tex., San Antonio—Boots.—Lucchese Boot Mfg. Co.; increase capital.

Va., Danville—Tobacco.—Pemberton & Penn; erect 93-ft. addition; remodel and re-equip plant; total cost \$30,000; double capacity.

Va., Lynchburg—Dyewood.—Imperial Dyewood Corp., Law Bldg., chartered; capital \$100,000; Wistar M. Heald, Prest.; H. T. Thornhill, Secy.-Treas.; daily output 100 bbls. dyewood products; owned by Jno. H. Heald & Co.; succeeds Imperial Dyewood Co., formerly of Glens Falls, N. Y.

Va., South Boston—Tobacco.—Imperial Tobacco Co., 6th and Byrd Sts., Richmond, Va.; improve plant; C. C. Davis, Ch. Engr., South Boston; H. A. Osborne & Son, Gen. Contrs., Arcade Bldg., Danville, Va.

Va., Danville—Tobacco.—Imperial Tobacco Co., C. C. Davis, Ch. Engr., Byrd St., Richmond, Va.; erect 2-story addition; H. A. Osborne & Son, Gen. Contr., Arcade Bldg.

Va., Lynchburg—Polish.—Morris Chemical Corp.; increase capital.

Va., Richmond—Chemicals.—Virginia-Carolina Chemical Co.; rebuild burned plant; loss \$50,000.

Va., Richmond—Bakery.—Nolde Bros., 2512 E. Broad St.; erect addition; McCormick Co., Archt., Century Bldg., Pittsburg, Pa.

Va., Richmond—Meat Juice.—Valentine Meat Juice Co., G. G. Valentine, Prest., 601 E. Carey St.; erect 3-story 150x80-ft. addition; A. F. Hunt, Archt., Old Dominion Trust Bldg.; Moore & Harry, Gen. Contr., 16 S. 8th St.

W. Va., Belle—Chemicals.—Charleston Chemical Co., C. L. White, Mgr.; triple-plant capacity; erect buildings; mfrs. organic chemicals; construct houses for employees.

W. Va., Clarksburg—Candy.—Clarksburg Candy Co. inceptd.; capital \$50,000; G. L. and R. H. Pettry, Hugh O. Stout.

W. Va., Dunbar—Glass.—Whittemore Glass Co., A. P. Whittemore, Prest., Charleston, W. Va.; erect building; increase output 100 per cent. (Lately noted rebuild burned plant.)

W. Va., Morgantown—Candy.—Commercial Candy Co. inceptd.; capital \$50,000; W. G. Kemper, Jno. R. Fortney; both Morgantown; E. E. Nowlan, Point Marion, W. Va.

W. Va., Nitro—Paper Pulp.—Nitro Paper Mills organized; capital \$1,000,000; J. S. Cochran of Durham Paper & Pulp Co., Riegelsville, Pa.; purchased 51 acres and buildings; remodel; install mchy. to mfrs. paper pulp.

W. Va., Parsons—Chemicals.—O. A. Miller's Chemical Co. organized; capital \$100,000; O. A. Miller, Prest.; E. S. Matheson, Secy.; C. B. Fifer, Treas.; install automatic bottle fillers, filters, mixing tanks for chemicals; daily capacity 1000 doz. bottles pyorrhea remedy. (See Machinery Wanted—Bottling Supplies; Chemicals.)

W. Va., Ronceverte—Ice Cream, etc.—Ron-

everte Ice & Produce Co. organized; capital \$50,000; C. H. Thompson, Prest.; Guy B. Montgomery, Secy.-Treas.; erect fireproof building; brick and concrete; bids until April 5; mf're. ice cream, milk products, etc.

Motor Cars, Garages, Tires, Etc.

Ala., Birmingham—Garage.—Standard Oil Co.; erect garage and machine shop; brick and concrete; \$17,000.

Ark., Pine Bluff—Garage, etc.—Sinclair Oil Co.; erect garage and 2 filling stations; \$10,000.

D. C., Washington—Garage.—H. Winniger; erect \$25,000 garage.

Fla., Arcadia—Garage.—E. T. Smith Hardware & Furniture Co., T. B. King, Prest.; erect 2-story 50x150-ft. garage; fireproof; electric elevator; \$18,000; construction by owner. (See Machinery Wanted—Building Materials.)

Fla., Jacksonville—Automobile Assembling.—Ford Motor Co., Detroit, Mich.; erect 4-story building on 200x250-ft. site; for assembling plant; \$350,000 to \$400,000.

Fla., Tampa—Garage.—Reagin-Denton Motor Co.; erect 1-story garage on 105x210-ft. site; reinforced concrete; \$45,000; Logan Bros., Contrs.

Ga., Atlanta—Garage.—E. H. Clark; erect frame cottage; \$7,000.

Ga., Atlanta—Garage.—Jones estate; repair garage; \$7,000.

Ga., Atlanta—Automobiles.—Atlanta Cadillac Co., B. W. Holt, 183 Peachtree St.; erect 3-story-and-basement reinforced-concrete building on 93x150-ft. site; \$150,000.

Ky., Hopkinsville—Motors.—Cowherd-Foster Motor Co. inceptd.; capital \$30,000; S. L. Cowherd, L. E. Foster, Luther L. Cowherd.

Ky., Louisville—Garage.—G. T. Love; erect \$15,000 garage.

Ky., Louisville—Garage.—Jacob Weber & Sons; erect \$20,000 garage.

La., Monroe—Motors.—Peddlecord Motor Supply Co. inceptd.; capital \$28,000; T. H. Peddlerd.

Md., Baltimore—Garage.—Charles E. Lit-zinger, 3678 Falls Rd.; erect 1-story garage; brick; Frederick E. Beall, Archt., 1335 N. Gilmer St.

Md., Baltimore—Garage.—H. S. Born Motor Corp., 798 Waesche St.; erect 1-story 150x100-ft. garage; brick; Thomas G. Mac-ben, Archt., Fidelity Bldg.

Miss., Jackson—Garage. Pate Automobile Co.; erect 2-story garage and salesroom; brick; fireproof; \$90,000; I. C. Garber, Contr.; N. W. Overstreet, Archt.

Miss., Pascagoula—Tires, etc.—Continental Tire & Rubber Co., Geo. A. Wood, Mgr.; erect plant; brick; cement; glass; invite bids. (Supersedes recent item.)

Miss., Tupelo—Garage.—City Garage; erect 50x130-ft. brick garage; invite bids; A. E. Hindsman, Archt., Exchange Bldg.

Mo., Hannibal—Tires, etc.—Hannibal Rubber Co., W. J. Richards, Prest., Hannibal Trust Bldg.; erect 80x200-ft. building; heavy mill construction; \$125,000; install rubber mch'y.; \$150,000; mf're. fabric and cord tires and tubes; Burgher Bros., Bldg. Contrs.; M. B. Burgher, Archt. (Supersedes previous item.)

Mo., Kansas City—Motor Sales.—A. M. Clark, 3500 S. Benton Ave.; erect 1-story-and-basement 50x110-ft. building; face brick; reinforced concrete; composition roofing; Tarbet & Gernall, Archts., 507 Republic Bldg.

Mo., Kansas City—Garage.—Globe Coal Co., 2040 McGee Traffic Way; erect 1-story 100x100-ft. garage; brick; stone trimmings; composition roofing; construction by owner.

Mo., St. Louis—Garage.—E. A. Schneider, Red Bud & Penrose Ave.; erect 1½-story 25x30-ft. garage; brick; Wedemeyer & Nelson, Archts., Wainwright Bldg.

N. C., Charlotte—Automobiles.—Dowling Motor Co., H. S. Dowling; erect \$100,000 to \$150,000 building.

N. C., Charlotte—Batteries.—E. D. Latta; erect battery station; \$15,000.

N. C., Charlotte—Tires.—McClaren Rubber Co., H. L. McClaren, Prest.; enlarge factory building; increase annual capacity to 500,000 tires.

N. C., Concord—Automobile Tops, etc.—L. L. Cochran; erect 30x60-ft. building; equip for topping and painting automobiles; wood frame; tin weatherboard; cement floor. (See Machinery Wanted—Weatherboard; Cement; Heating Plant.)

N. C., Raleigh—Garage.—James R. Rogers; erect 3-story 50x100-ft. garage; reinforced concrete; brick; \$100,000; Liberty Engineering & Construction Co., Contr., 604 Murchison Bank Bldg., Wilmington, N. C.

N. C., Rocky Mount—Motors.—Edwards Cutchin Motor Co. inceptd.; capital \$169,000; H. W. Cutchin, R. E. Edwards.

Okla., Muskogee—Motors.—Carr Motor Supply Co., 4th and Wall Sts.; occupy 1-story 50x200-ft. building to be erected by S. B. Locke; brick; \$20,000; Joe A. Dickman, Contr.

Okla., Oklahoma City—Motors.—United Motors Co. inceptd.; capital \$60,000; A. P. Gibson, W. L. Davis, G. H. Lancaster.

Okla., Oklahoma City—Motors.—Shelburne Motor Co.; occupy 2-story building; reinforced concrete; to be erected by J. L. McClelland, F. J. Gentry; \$150,000; later erect 4-story addition.

Okla., Oklahoma City—Salesroom.—Dorset Carter; erect \$25,000 automobile salesroom.

Okla., Oklahoma City—Garage.—Ben B. Dancy, 605 E. 10th St.; erect 1 and 2-story 40x140-ft. garage; Layton, Smith & Forsyth, Archts., 701 Southwest National Bank.

Okla., Sparks—Motors.—Brown Motor Co. inceptd.; capital \$1500; D. E. Thomas, E. W. Brown, W. D. Logue.

Okla., Tulsa—Garage.—J. J. Burke, 1809 E. 15th St.; erect garage; \$30,000.

Okla., Tulsa—Garage.—T. J. Carter, 207 S. Detroit St.; erect garage; \$30,000.

Okla., Watonga—Garage.—Norton & De Moss; erect 1-story 35x66-ft. garage and filling-station; Grant Bros., Contrs.

S. C., Charleston—Tire Fillers.—Essenkey Tire Filler Co. inceptd.; capital \$37,500; W. G. Harvey, Prest.; H. Lee Harvey, Secy.; J. G. Isenhour, Treas.

S. C., Greenville—Service Station.—C. C. Ignition Service Co. inceptd.; capital \$5000; A. J. Crean, Prest.; J. Norwood, V.-P.; E. S. Cooper, Secy.-Treas.

S. C., Greenville—Garage.—J. C. Redmond; erect 2-story 45x84-ft. garage; brick; tile; \$15,000.

S. C., Greenville—Trucks, etc.—Cyclone Starter & Truck Co., Wallace Bldg., inceptd.; capital \$1,000,000; Chas. G. Edison, Prest.; W. Lee Hutchins, Mgr.; T. C. Bolt, Secy.-Treas.; erect daylight type factory buildings; mf're. starters and trucks; annual capacity several thousand trucks.

S. C., York—Garage.—Courtney Motor Car Co., S. L. Courtney, Propr.; erect garage and automobile salesroom; \$15,000.

Tenn., Knoxville—Garage.—United States Postoffice Dept., W. P. Chandler, Postmaster; erect 100-ft. garage; fireproof; 6000 sq. ft. floor space; bids opened March 30.

Tenn., Memphis—Garage.—Colyear, Reese & Co.; build \$3500 garage; brick; 12 gasoline tanks, \$6000.

Tenn., Memphis—Automobiles.—McKerral-Brisebois Motor Co. inceptd.; capital \$10,000; W. H. Kedall.

Tex., Dallas—Motors.—Murphy-Brown Motor Co. inceptd.; capital \$15,000; P. T. Neal, Luke Thompson, W. R. Brown.

Tex., Dallas—Salesrooms.—Keith-Patterson Motor Co., M. Boyd Keith, Prest., 2100 Commerce St.; erect 137½x132-ft. salesrooms; fireproof; concrete; steel; white tile; terracotta; 41,000 sq. ft. floor space; double-decking arrangement for storage; 10,000 sq. ft.; \$160,000; Inge Construction Co., Contr.; C. D. Hill & Co., Archts., Sumpter Bldg. (Late-ly noted.)

Tex., Fort Worth—Batteries.—Fort Worth Battery Co.; occupy 1-story brick building to be erected by P. M. Devitt; \$10,000; Charles F. Allen, Archt.

Tex., Fort Worth—Garage.—S. E. Cunningham; erect 2-story 100-ft. front garage; \$25,000; Charles F. Allen, Archt.

Tex., Pottsboro—Automobiles.—Clements Automobile Co. inceptd.; capital \$20,000; I. A. Clements, E. R. Clements, R. W. Johns.

Va., Bristol—Motors.—Kite-Barker Motor Co.; occupy 50x150-ft. building to be erected by J. M. Barker.

Va., Petersburg—Supplies.—Million Dollar Auto Supply Co. inceptd.; capital \$25,000; O. J. S. Smith, Prest.; R. L. James, Secy.

Va., Portsmouth—Automobiles.—Kee Evans-Tee inceptd.; capital \$25,000; Chas. L. Kee, Prest.; Jno. C. Tee, Jr., Secy.; W. T. Evans.

Railway Shops, Terminals,

W. Va., Danville.—Chesapeake & Ohio Ry., F. I. Cabell, Ch. Engr., Richmond, Va.; construct roundhouse, repair shops, 12-track yard, Y. M. C. A. building; \$1,000,000. (Previously reported contemplated.)

Road and Street Construction.

Ala., Gadsden.—City; construct 51,055 sq. yds. paving; asphaltic concrete on concrete base; brick track on concrete base; brick on concrete base; 3300 sq. yds. sidewalk; 16,200 lin. ft. concrete curb and gutter; 3062 lin. ft. granite curb; sewers, etc.; bids until Apr. 5; Ernest Smith, City Engr. Supersedes previous item. (See Machinery Wanted—Paving.)

Ark., Batesville.—City; pave streets. Address The Mayor.

Ark., Conway.—Conway-Damascus Road Improvement Dist., Faulkner County, W. D. Cole, Jr., Commr.; construct road; 39,900 cu. yds. crushed stone; 208,900 cu. yds. asphaltic binder; 2240 lin. ft. wood pile bridges; 162,000 cu. yds. grading; bids until April 2; Parkes Engineering Co., Engr., Citizens' Bank Bldg., Pine Bluff, Ark. (See Machinery Wanted—Road Construction.)

Ark., Harrisburg.—Poinsett County Commrs., Road Dist. No. 8; construct roads; issue \$140,000 bonds.

Ark., Helena.—Helena-Marvell Road Dist.; construct 34 mi. road from Helena to Marvell; concrete with bitulithic surface; \$1,027,000; Southern Roads Co., Contr., Nashville, Tenn.; has let contracts for 120 mi. streets and roadways.

Ark., Little Rock.—Little Rock-Pulaski Road Improvement Dist. No. 10; construct 59 mi. road; sheet asphalt, Warrenite, asphaltic concrete or Portland cement concrete; foundation course rolled macadam or Portland cement concrete bridges with concrete floors; roadway 19 ft. wide; bids until April 26; Lund & Hill, Engrs., 527 Southern Trust Bldg. (See Machinery Wanted—Road Construction.)

Ga., Darien.—McIntosh County Commrs., J.

In writing to parties mentioned in this department, it will be of advantage to all concerned if the Manufacturers Record is mentioned.

G. Legare, Clk.; construct roads; vote Apr. 29 on \$15,000 bonds.

Ga., Lawrenceville.—Gwinnett County Commissioners, J. H. Britt, Clk.; construct 1 mi. pavement on Lawrenceville-Buford road; Georgia State Aid Project S-9 on route No. 13; 10,560 sq. yds.; bituminous macadam on clay-bound crushed stone, slag or gravel, plain concrete, rock asphalt on crushed stone, slag or gravel base with clay binder; bids until April 16; J. W. Hawkins, Div. Engr., 703 Flatiron Bldg., Atlanta, Ga. (See Machinery Wanted—Paving.)

Ga., Savannah.—Chatham County Comms., G. Reuben Butler, Clk.; construct curbing on Dale Ave.; 20,000 ft. granite; \$13,760.88; General Building & Supply Co., Contr.

Ga., Sylvester.—City; pave 14 blocks streets; Kentucky rock asphalt; vote Apr. 21 on \$120,000 bonds. Address The Mayor. (Supersedes recent item.)

Ga., Winder.—Barrow County, H. G. Hill, Ordinary; construct 6.842 mi. road between Jackson County line and Walton County line; 17,756.4 cu. yds. topsoil; 29,281.1 cu. yds. excavation; 1762.5 lin. ft. 15 to 18-in. pipe; 4118 lbs. reinforcing steel; bids until Apr. 12; T. P. Wright, Project Engr., 406 Walton Bldg., Atlanta, Ga. (See Machinery Wanted—Road Construction.)

Ky., Olive Hill.—City, W. F. Fultz, City Clk.; construct 2500 ft. street paving, 24 ft. wide; brick or hard substance; will invite bids for 1 mi. paving on main thoroughfare.

Ky., Owensboro.—Davies County Comms.; construct 9 mi. road; Miller & Woodruff, Contrs. (Previously noted.)

La., Alexandria.—City; construct 14,180 sq. yds. vertical-fiber brick pavement on 5-in. concrete base; bids until May 3; W. H. Sylvester, City Engr. (See Machinery Wanted—Paving.)

La., Colfax.—Grant Parish Police Jury, John Randolph, Prest.; construct roads in Dist. No. 8; issue \$210,000 bonds.

La., Lafayette.—Lafayette Parish Police Jury, Geo. Crouchet, Secy.; improve roads in Fourth Ward; voted \$125,000 bonds. (Lately noted to vote.)

La., New Roads.—Pointe Coupee Parish Police Jury; construct roads; issue \$150,000 bonds.

Md., Baltimore.—Board of Awards; pave streets; \$133,178; P. Flanagan & Sons, Contrs., Harford Rd. and B. & O. R. R.

Md., Chestertown.—Kent County Comms., John Medders, Clk.; resurface 1.55 mi. road; bids until Mch. 30. (See Machinery Wanted—Road Construction.)

Md., Hurllock.—Town; improve streets; issue bonds. Address The Mayor.

Md., Princess Anne.—Somerset County Comms.; improve roads; issue bonds.

Miss., Indianola.—Sunflower County Road Comms. Suprs. Dist. No. 1, R. L. Anderson, Commr.; construct 25 mi. gravel road; 100,000 tons gravel, slag, chert, crushed stone, etc.; 4600 ft. 15 to 36-in. pipe; bids until April 5; Jno. M. Harbert Engineering Co., Engr. (See Machinery Wanted—Road Construction.)

Miss., Jackson.—City, Gus Hawkins, Suprs. Streets; improve streets; \$90,000.

Miss., Philadelphia.—Neshoba County Commissioners; construct roads in Beats 1, 2 and 4; voted \$150,000 bonds. (Lately noted to vote.)

Miss., McComb City.—City, B. E. Butler, Clk.; construct 2000 sq. ft. sidewalks; concrete; bids until April 20. (See Machinery Wanted—Paving.)

Mo., Kansas City.—Board Public Works; pave 2 4/10 mi. road; \$134,495; Halpin-Dwyer

Construction Co., Contr. (Lately invited bids.)

Mo., St. Joseph.—Buchanan County Commissioners; construct 10.71 mi. State road, Project No. 14; concrete, asphaltic concrete or vitrified brick pavement; grading and culverts; rejected previous bids; invite new bids; J. D. Mohler, Highway Engr. (See Machinery Wanted—Road Construction.)

N. C., Charlotte.—City Comms., John M. Wilson, Clerk; construct 3730 sq. yds. paving; sheet asphalt, bituminous macadam, vitrified brick and one course plain cement concrete; bids until Apr. 10; M. C. Hutchins, City Engr. (See Machinery Wanted—Paving.)

N. C., Concord.—City; improve streets; Gulf Paving Co., Contr., Chattanooga, Tenn.; Kluttz & Smith, Engrs., Concord.

N. C., Lexington.—North Carolina State Highway Comsn., Div. Office, Greensboro, N. C.; construct 4.47 mi. road; Federal-aid Project No. 26; 124,182 sq. yds. plain cement, reinforced concrete and natural rock asphalt pavement; 44,610 sq. yds. broken stone base course; bids until April 5; W. S. Fallis, State Highway Engr., Raleigh. (See Machinery Wanted—Road Construction.)

Okla., Ada.—City Comms.; pave 125 blocks streets; \$750,000; Johnson & Benham, Const. Engrs., Firestone Bldg., Kansas City, Mo.

Okla., Comanche.—City; construct 16 blocks one-course concrete pavement; \$136,000; Municipal Excavation Co., Contr., Oklahoma City; H. G. Olmsted & Co., Engrs., 417 Oil Exchange Bldg., Oklahoma City.

Okla., Lindsay.—Board of Trustees; pave 12 blocks streets in business section; \$115,000; Johnson & Benham, Const. Engrs., Firestone Bldg., Kansas City, Mo.

Okla., Tishomingo.—Johnston County Commissioners; hard-surface Bankhead highway; vote Apr. 20 on \$250,000 bonds.

S. C., Rock Hill.—City, V. B. Blankenship, Mayor; 130,000 sq. yds. asphalt or other pavement; 90,000 lin. ft. curb and gutter; 25,000 sq. yds. sidewalk; 40,000 cu. yds. grading; storm-water drains; water mains, etc.; bids until Apr. 22; Gilbert C. White, Engr., Durham, N. C. (See Machinery Wanted—Paving.)

Tex., Benton.—Polk County, E. T. Murphy, County Judge, Livingston, Tex.; construct 22.04 mi. road from Livingston to Corrigan on State Highway No. 35; 194,216 sq. yds. bituminous surface; 58,655.6 cu. yds. excavation; 87,850.2 cu. yds. earth borrow; 48,555 cu. yds. crushed rock; bids until April 5. (See Machinery Wanted—Road Construction.)

Tex., Beeville.—Bee County Comms., T. M. Cox, Judge; grade, gravel, build bridges and surface with bituminous topping 22 mi. State Highway No. 9; bids until Apr. 23. (See Machinery Wanted—Road Construction.)

Tex., Coleman.—Coleman County Comms.; construct 23 mi. road in Santa Anna Precinct; voted \$400,000 bonds.

Tex., Cooper.—Delta County, I. B. Lane, Judge; construct 11.31 mi. gravel road from North Sulphur to Cooper on State Highway No. 19; 1310.39 cu. yds. concrete paving; 87,413 lbs. reinforcing steel; 347,465 cu. yds. gravel; \$301,458; Smith Bros., Cooper, and Healy Construction Co., Contrs., Meridian, Miss.; Cock & Nagle, Engrs., Cooper. (Lately noted inviting bids.)

Tenn., Covington.—Tennessee Dept. Highways, Nashville, Tenn.; construct 5.15 mi. State Highway No. 12 between Hatchie River and Covington in Tipton County; 48,366 sq. yds. bituminous macadam surface course; 48,366 sq. yds. broken stone or gravel base course; 20-ft. span bridge; bids until Apr. 2; E. D. Cruise, Dist. Engr., Memphis, Tenn.

Supersedes recent item. (See Machinery Wanted—Road Construction.)

Tex., Lefors.—Gray County Comms.; construct roads; vote April 17 on \$50,000 bonds. (Supersedes recent item.)

Tex., Livingston.—Polk County, E. T. Murphy, Judge; improve 22.04 mi. road from Livingston to Corrigan, on State Highway No. 35; 194,216 sq. yds. bituminous surface treatment; 48,555 cu. yds. crushed rock for base; bids until Apr. 5. (See Machinery Wanted—Road Construction.)

Tex., Lufkin.—City; pave 7 mi. streets; bitumen; \$200,000 available; Joe J. White, Engr., Tyler, Tex.

Tex., Palestine.—City; pave 15 mi. streets; voted \$250,000 bonds. Address The Mayor. (Lately noted to vote.)

Tex., Tyler.—Smith County Comms.; construct 24.6 mi. gravel road; bridges and culverts; bids until Apr. 14; D. K. Caldwell, Highway Engr. (See Machinery Wanted—Road Construction.)

Va., Big Stone Gap.—Town, W. J. Horsley, Mayor; construct 1 mi. road; probably concrete; issue bonds. (See Machinery Wanted—Limestone Rock.)

Va., Charlottesville.—City; improve streets; vote May 4 on \$480,000 bonds. Address The Mayor.

Va., Orange.—Town, Marshall James, Clerk; improve streets; voted \$70,000 bonds.

Va., Fairfax.—Washington, Great Falls & Dranesville Highway Co., Dranesville, Va., organized; improve road on Georgetown-Leesburg pike; \$10,000.

Va., Houston.—Halifax County Comms.; improve roads; vote on \$450,000 bonds; A. C. Micou, County Engr.

Va., Roanoke.—City, W. P. Hunter, Mgr.; construct 55,300 sq. yds. paving; reinforced concrete; brick and granite block on concrete base; hillside brick and granite block, etc.; 25,900 lin. ft. curbing; 10,900 lin. ft. gutter; bids until Apr. 10. (See Machinery Wanted—Paving.)

Va., Wise.—Wise County Comms.; rebuild 2 mi. road in town limits; probably vote on \$300,000 bonds.

W. Va., Clarksburg.—City, D. H. Hamrick, Clerk; construct 32,000 sq. yds. vitrified brick pavement; 26,000 sq. yds. sheet asphalt or asphaltic concrete paving, all on cement concrete base; 35,000 ft. concrete curbing; 5 mi. vitrified and concrete pipe sewers; bids until Apr. 15; changed date from Mch. 25; Chas. F. Mebus, Const. Engr., Clarksburg, and 907 Land Title Bldg., Philadelphia, Pa. (See Machinery Wanted—Paving.)

W. Va., Elkins.—Randolph County Comms.; construct Elkins-Parsons road; \$19,000; W. H. Rhodes, Contr.

W. Va., Grafton.—Taylor County Comms.; pave 38 mi. roads; voted \$1,000,000 bonds. (Lately noted to vote.)

W. Va., Wayne.—Wayne County Comms., Frank A. Fry, Clerk; construct 2.6 mi. Lavalette Camp Creek, Class A, road; earth; Federal-Aid Project No. 88; \$50,703.50; C. E. Price, Contr., Huntington, W. Va.; Howard A. Levering, County Road Engr. (Lately noted inviting bids.)

W. Va., Wayne.—Wayne County Comms., Frank A. Fry, Clerk; construct 3.7 mi. Wayne-Kenova, Class A, road; earth; Project G-7; bids until Apr. 8; Howard A. Levering, County Road Engr. (See Machinery Wanted—Road Construction.)

W. Va., Webster Springs.—Webster County Comms.; improve highways; voted \$500,000 bonds.

W. Va., Wheeling.—City, H. C. Crago, Clk.; awarded \$789,189.81 paving contracts; Federal

Asphalt Co., \$498,100.81, pave streets with asphaltic concrete, sheet asphalt, etc.; Coss & Otto, \$138,167.41, brick on concrete; Jacovetty & Savage, \$37,678.20, brick on concrete; P. J. Gilligan, \$22,639, brick on concrete; Stringer & Springer, \$29,188.30, brick on concrete; H. L. Seabright, \$72,416.09, brick on concrete; H. A. Conrad, City Engr. (Lately noted inviting bids.)

Sewer Construction.

Ala., Gadsden.—City; lay 3600 lin. ft. 4-in. sewer laterals; construct 4050 lin. ft. 12 to 30-in. storm sewers; paving; bids until Apr. 5; Ernest Smith, City Engr. (See Machinery Wanted—Sewer Construction.)

Md., Aberdeen.—City; construct sewage-disposal plant; issue \$100,000 bonds. Address The Mayor. (Lately noted contemplated.)

Md., Annapolis.—City; contemplates sewage-disposal plant. Address The Mayor.

Mo., Cape Girardeau.—City, A. P. Behrens, Clk.; construct sanitary and storm sewers in Dist. No. 5; bids until Apr. 26. (See Machinery Wanted—Sewer Construction.)

N. C., Cherryville.—Town, J. B. Houser, Mayor; construct sewer system; 36,750 lin. ft. 6 to 8-in. vitrified pipe sewers; three 19,000-gal. concrete disposal plants; bids until Apr. 8; Carolina Engineering Co., Engr., 412 Southern Bldg., Wilmington, N. C. (See Machinery Wanted—Sewer Construction.)

N. C., Goldsboro.—City, I. Cashell, Mgr.; construct 2 mi. 18 to 36-in. dia. storm sewers; bids until Apr. 8; J. L. Ludlow, Const. Engr., Winston-Salem, N. C. (See Machinery Wanted—Sewer Construction.)

N. C., Graham.—Town; R. L. Holmes, Mayor; construct sewer system with two pumping-stations; install motor-driven centrifugal pumps; Norcross & Kels, Engrs., Atlanta, Ga. (Lately noted.)

N. C., Monroe.—City, Jno. C. Sikes, Mayor; construct sewer system; Klutz & Smith, Engineers, Concord, N. C.

Okla., Beggs.—City; construct sewer and water mains; vote Apr. 12 on \$100,000 bonds. Address The Mayor.

Okla., Ponca City.—City; construct sanitary and storm sewers; vote Apr. 6 on \$50,000 bonds. Address The Mayor.

S. C., Rock Hill.—City, V. B. Blankenship, Mayor; improve sewer and water systems and paving; construct 8 mi. sanitary sewers; bids until Apr. 22; Gilbert C. White, Engr., Durham, N. C. (Lately noted invite bids. (See Machinery Wanted—Sewer Construction.)

Tenn., Nashville.—City, Wm. Gupton, Mayor; improve sewer system; voted \$300,000 bonds.

Tenn., Rogersville.—Town, T. J. Price, Chrmn. Water-works Comsn.; install sewer and water systems; Robert L. Blevins, Contr., Bristol, Va. (Lately noted bids until Mch. 13.)

Tex., Farmersville.—Farmersville Water & Sewage Co.; plans sewer system.

Va., Charlottesville.—City; improve sewer system; vote May 4 on \$50,000 bonds. Address The Mayor.

W. Va., Clarksburg.—City, J. U. Craddock, Mayor; construct sewers; paving; 5 mi. 6 to 42-in. vitrified and concrete pipe sewers; 70 manholes; 100 storm-water inlets; bids until Apr. 15; Chas. F. Mebus, Const. Engr., 907 Land Title Bldg., Philadelphia, Pa. (Lately noted bids until Mch. 25. (See Machinery Wanted—Sewer Construction.)

Telephone Systems.

Mo., Perryville.—Perryville County Telephone Co., Hugo Palisch, Mgr.; install 1000-line switchboard and conduit system.

N. C., Hickory.—Hickory Telephone Co.; install \$50,000 equipment, including exchange switchboard. (Lately noted inceptd.; capital \$300,000.)

Tex., Turkey.—Turkey Telephone Co. incorporated; capital \$12,000; Mary S., G. J. and T. L. Colvin.

Textile Mills.

Ala., Pinckard.—Cotton Yarn.—Pinckard Cotton Mills inceptd.; capital \$100,000; J. W. Malone.

Ky., Louisville.—Hosiery.—Louisville Knitting Co., Bank and 19th Sts., organized; \$75,000; Isaac Fleischman; has building; install mch.; daily capacity 400 doz. prs. hosiery.

N. C., Asheville.—Silk.—Villa & Bro. Silk Corp., Silvio Villa, V.-P., New York; contemplates establishing silk mill.

N. C., Charlotte.—Hosiery.—T. A. Allison; establish plant to dye and finish hosiery.

N. C., Franklinton.—Hosiery.—Franklinton Hosiery Mills, J. F. Mitchiner, Prest., Citizens' Bank Bldg.; erect 2 buildings; 100x120 and 63x30 ft.; concrete and steel; install 70 knitting machines; steam and electric power; daily capacity 400 doz. prs.; all contracts let; J. E. Shirrine, Engr.-Archit., Greenville, S. C. (Supersedes recent item.)

N. C., Lexington.—Mercerized Hosiery.—Shoaf-Sink Hosiery Mills Co. inceptd.; capital \$100,000; H. E. Shoaf, I. L. Sink; leased building; ordered mch.; construct dye plant; mfr. mercerized hosiery.

N. C., Reidsville.—Underwear.—P. H. Hanes Knitting Co., Winston-Salem, N. C.; establish underwear knitting mill; purchased 125x60-ft. building.

S. C., Brunson.—Cotton Products.—W. D. McNeill, W. D. Barnes, W. J. Holliday; build cotton mill; \$300,000.

N. C., Dallas.—Cotton Yarn.—Champion Cotton Mills Co. organized; \$600,000; C. B. Armstrong, Prest.; A. K. Finget, Secy.-Treas.; build 10,000-spindle mill; mch. purchased.

Va., Martinsville.—Cotton Cloth.—Martinsville Cotton Mills, T. R. Morton, Gen. Mgr.; erect plant addition; double output. (Lately noted.)

Water-Works.

Fla., Winter Garden.—Town, S. C. Carmack, Mayor; construct water-works; install electric-lighting plant; water tower, cast-iron, wood-stave and galvanized-iron pipe, connections, hydrants, valves, specials, meters, etc.; bids until Apr. 23; Wilbur A. Ginn, Engr. (See Machinery Wanted—Water-works.)

Ga., Reynolds.—City, E. E. Hodges, Mayor; construct water-works; voted \$15,000 bonds. (Lately noted to vote.)

La., Columbia.—Town; install water-works and electric lights; voted bonds. Address The Mayor.

La., Monroe.—City, Arnold Bernstein, Mayor; rebuild burned water and power plant.

La., Pineville.—City, U. T. Downs, Mayor; construct water-works; voted \$55,000 bonds. (Lately noted to vote.)

Md., Annapolis.—City; improve water-works; issue bonds. Address The Mayor.

Miss., New Albany.—City, S. W. Bevil, Clk.; extend water-works; erect steel water tank; vote on \$15,000 bonds.

Mo., Carthage.—City; improve water and electric plant; vote Apr. 6 on \$100,000 bonds. Address The Mayor.

Okla., Altus.—City, C. A. Welch, Supt.; contemplates installation additional 700 K. V. A. engine and high-pressure boilers in water and light plants.

Okla., Beggs.—City; construct water and sewer mains; vote Apr. 12 on \$100,000 bonds. Address The Mayor.

Okla., Claremore.—City; improve water and light systems; vote Mch. 25 on \$75,000. Address The Mayor.

Okla., Collinsville.—City Commrs.; improve water-works and electric-light and power plant; vote Apr. 7 on \$120,000 bonds; Johnson & Benham, Const. Engrs., Firestone Bldg., Kansas City, Mo. (Lately noted.)

Okla., Collinsville.—City, H. W. Gilliland, Business Mgr.; erect \$150,000 steel and concrete addition to buildings; install Diesel or semi-Diesel engines, electric generators, deep-water well pumps, motors for power; construct 4 mi. 10-in. water lines, new stand-pipe. (See Machinery Wanted—Engines; Generators; Pumps.)

Okla., Ponca City.—City; P. R. Dunton, Supt.; plans installation 1000 H. P. oil engine in water and electric-light plant.

Okla., Tonkawa.—City; extend water-works and electric lights; take up, relay, extend force main; install infiltration well and underground galleries; pumping mch.; bids until Apr. 8; Johnson & Benham, Const. Engrs., Firestone Bldg., Kansas City, Mo. (See Machinery Wanted—Water-works Construction.)

Okla., Wewoka.—Wewoka Country Club, A. M. Serans, Secy.; construct earth-filled dam; concrete core wall; highway over sand; V. V. Long & Co., Engrs., 1300 Colcord Bldg., Oklahoma City. (City lately noted constructing dam.)

S. C., Rock Hill.—City, V. B. Blankenship, Mayor; improve water and sewer systems and paving; lay 8 mi. cast-iron water mains; bids until Apr. 22; Gilbert C. White, Engr., Durham, N. C. (See Machinery Wanted—Water-works Construction.)

Tenn., Rogersville.—Town, T. J. Price, Chrmn. Water-works Comsn.; install water and sewer systems; Robert L. Blevins, Contr., Bristol, Va. (Lately noted bids until Mch. 13.)

Tex., Dublin.—City; construct 100,000-gal. capacity concrete reservoir; Jno. W. Lacy, Contractor; drill 340-ft. water well.

Tex., Farmersville.—Farmersville Water & Sewage Co.; erect reservoir; Dalton & Campbell, Engrs., Dallas Tex.

Va., Bedford.—City; improve water-works and hydro-electric plant; voted \$150,000 bonds. Address The Mayor.

Va., Big Stone Gap.—City, W. J. Horsley, Mayor; construct 20 or 30-ft. dam; concrete and rock; \$20,000; J. P. Wolf, City Engr.; contemplates voting bonds. (Supersedes recent item.)

Va., Charlottesville.—City; increase water supply; vote May 4 on \$200,000 bonds. Address The Mayor.

Va., Orange.—City, A. J. Barlow, Mayor; install additional water-works; vote \$70,000 bonds.

W. Va., Hamlin.—Town, Ellis S. Tisdale, Director Sanitary Engineering Division; build water system.

W. Va., Madison.—Madison Water & Light Co. inceptd.; capital \$25,000; C. W. Leftwich, E. E. White, E. C. Knabb.

W. Va., Wheeling.—Greater Wheeling Pure Water Comsn.; install filtration plant; \$900,000; Knight, Quay & Gamper Co., Engr.

Woodworking Plants.

Ala., Castleberry.—Crates.—Castleberry Utilities Co. inceptd.; capital \$20,000; Robert A. Baird, Secy.; erect crate, ice and electric-light plants.

Ark., Horatio.—Handles.—Horatio Handle Co., W. A. Eaton, Gen. Mgr.; erect 40x30-ft.

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building; galvanized-iron construction; \$200; install handle mchy.; purchased. (Lately noted to erect.)

Ark., West Point—Shingles.—J. P. Bradford; rebuild burned shingle mill.

Ga., Baxley—Sash, Doors, etc.—Baxley Planing Mills organized; Ed Jarman, Prest.; Ira Leggett, Secy.-Treas.; J. A. Lynn, Mgr.; erect 36x100, 18x100 and 18x100-ft. buildings; mill construction; install double planer, lath, shingle, stone and novelty machines; purchased. (Lately noted inceptd., capital \$20,000.)

Ga., Atlanta—Furniture.—Luckie Furniture Mfg. Co. inceptd.; capital \$50,000; A. B. Ware, S. J. Griffith, Marion Smith.

Ky., Lexington—Convertible Wagon Bed.—John Fields and Frank McKee; erect plant; install mchy.; \$25,000; mfrs. convertible farm-wagon bed.

Ky., Louisville—Cabinets.—Byrum Type-writer Cabinet Co.; erect plant; \$2200.

La., Melville—Shingles.—Melville Shingle Co.; erect shingle mill.

Mo., St. Louis—Automobile Bodies.—McCabe-Powers Carriage Co., 213 N. Broadway; purchased building it occupies; 70,000 ft. floor space; plans \$15,000 improvements, to include flooring, elevators, lighting system, show-windows, etc.

N. C., Wilson—Vehicles.—Hackney Brothers inceptd.; capital \$500,000; Geo., T. J. and Jno. N. Hackney.

Okla., Quilton—Furniture.—Quilton Hardware & Furniture Co.; increased capital from \$12,000 to \$16,000.

Tex., Dallas—Phonographs.—Dallas Phonograph Co. inceptd.; capital \$100,000; G. S. Maxwell, J. Ed Howe, L. A. Crow.

Tex., Dallas—Toys, etc.—Sterling Games Co. inceptd.; capital \$10,000; Don Sterling, T. M. Cullom, B. B. Mercer.

Tex., Dallas—Boxes, etc.—Sillers Box Corp., J. C. Silvers; erect 2-unit plant; install \$60,000 mchy.; purchased 10-acre site; plans 6-unit box and basket plant; erect 2 units each year.

Va., Bassett—Furniture.—Bassett Furniture Co., C. C. Bassett, Secy.; increased capital from \$500,000 to \$1,000,000.

Fire Damage.

Ala., Hanceville.—Warren Gladney's warehouse; Hanceville Hotel.

Ala., Huntsville.—Dr. Mack Robinson's residence; loss \$25,000.

Ala., Livingston.—A. J. Reed's grist mill; loss \$3000.

Ark., Pine.—A. D. Rose's store at Lake Farm; loss \$24,000.

Ark., West Point.—J. P. Bradford's shingle mill, machine shop; residence occupied by W. J. Fleming; loss \$8000.

D. C., Washington.—Coast Guard Building, 14th and E Sts.; F. F. Weston, Ch. Division of Printing and Stationery, Treasury Dept. Ga., Cumming.—C. W. Heard's buildings; loss \$15,000.

Ga., Macon.—F. S. Royster Guano Co.'s mixing mills; loss \$200,000.

Ky., Cynthiana.—White McCauley's residence on Clay and Kiser pike; loss \$15,000.

Ky., Middlesboro.—Manring Theater; Elks' Hospital; loss \$75,000.

Ky., Pewee Valley.—Kentucky Confederate Veterans' Home; loss \$75,000.

La., Monroe.—City water and power plant. Md., Barton.—Methodist Episcopal Church building; loss \$15,000; Rev. Chas. H. Wagner, pastor.

Mo., Perryville.—Altenburg Mills' plant; loss \$40,000.

Mo., St. Louis.—Superior Laundry plant; loss \$75,000.

N. C., Asheville.—Manor Hotel; loss \$100,000.

N. C., Dunn.—Tilgham Lumber Co.'s plant; loss \$500,000.

N. C., Newton.—Farmers & Merchants' Bank; loss \$10,000.

Okla., Altus.—Public School; loss \$10,000. Address Board of Education.

Okla., Tulsa.—Constantin Refining Co.'s plant; loss \$500,000.

S. C., Anderson.—Walter Manning's cotton warehouse.

S. C., Olanita.—Masonic Temple; M. C. Bristow and E. Willis' dwellings; loss \$25,000.

Tenn., Friendship.—Horace Agee's residence near Friendship.

Tex., Dallas.—Tennessee Farm Co.'s dairy plant; loss \$50,000.

Tex., Ennis.—John Boren's gin; loss \$7000.

Tex., Lima.—T. H. Phillips' barn.

Tex., Lockney.—Ben Whitefill's gin; loss \$10,000.

Tex., Memphis.—Owen-Burnett Gin Co.'s plant; loss \$7000.

Tex., Talpa.—Gulf, Colorado & Santa Fe R. depot; F. Merritt, Ch. Engr., Dallas.

Va., Alexandria.—Richard H. Wattles' warehouse.

Va., Danville.—Danville Lumber Co.'s plant; loss \$25,000.

Va., Frederick.—Mrs. Sue M. Garrett's residence.

Va., Richmond.—Virginia-Carolina Chemical Co.'s plant; loss \$50,000.

Va., Long Spur.—Spur Branch Lumber Co.'s sawmill.

W. Va., Cecil.—Sterling Coal Co.'s powerhouse, machinery and tippie; loss \$50,000.

W. Va., Charleston.—Kanawha Mfg. Co.'s plant.

W. Va., Clarksburg.—Judge Luke White's residence on Polk Creek Pike; loss \$10,000.

W. Va., New Cumberland.—Hancock County Courthouse; loss \$100,000. Address County Commrs.

Co., 410 Dwight Bldg.; erect \$125,000 apartment building; 3 stories and basement; 130x140 ft.; brick; stone trim; composition roof; 80 suites.

Mo., St. Louis.—Vincent A. Chinberg; erect \$20,000 apartment building; 3 stories; 30x65 ft.; brick; 6 suites; O. J. Popp, Archt., Odd Fellows' Bldg.

N. C., Greensboro.—Greensboro Apartment Co., H. R. Bush, Prest.; erect \$250,000 apartment-house; 3 stories; 36 suites, 2 to 6 rooms each; Harry Barton, Archt.

S. C., Anderson.—Chamber of Commerce, A. P. Fant, Secy.; contemplates securing erection 12-family apartment-house; desires bids other than percentage basis.

Tex., Fort Worth.—Nolte & Nauman, Fullerton Bldg., St. Louis; reported preparing plans for \$1,500,000 apartment building; 10 stories.

Tex., Fort Worth.—M. Lucas; erect \$75,000 apartment building; 2 stories; 8 suites, 5 rooms each; M. C. Parker, Archt.

Tex., Fort Worth.—A. R. Carnes; erect third unit of Carnes Court group; \$40,000; Van Slyke & Woodruff, Archts.

Tex., Fort Worth.—M. C. Parker; preparing plans for apartment building on Pennsylvania Ave.; reported cost \$600,000.

Tex., Fort Worth.—R. A. Nicolais; preparing plans for \$50,000 apartment-house, St. Louis Ave. and Daggett St.; 3 stories; 50x75 ft.; brick; also \$20,000 apartment-house; 2 stories; brick.

Tex., San Antonio.—W. J. Pyne; erect 2-story stucco and frame apartment-house; Beverly Spillman, Archt.

Tex., San Antonio.—P. H. Thiele; erect 2-story frame apartment building; two 4-room and two 3-room suites; Beverly Spillman, Archt.

Association and Fraternal.

Ga., Athens.—Young Women's Christian Assn., 600 Lexington Ave., New York; erect \$50,000 building; brick, steel and stone; F. B. and A. Ware, Engrs.-Archts., 1170 Broadway, New York.

Ky., Hamden.—Kentucky Block Coal Co.; erect Y. M. C. A. building. (See Dwellings.)

Ky., Hamden.—Kenmont Coal Co.; erect Y. M. C. A. building. (See Dwellings.)

Ky., Hamden (P. O. Jeff).—Carr's Fork Coal Co., Henry E. Bullock, Prest., Lexington; erect Y. M. C. A. building. (See Dwellings.)

Ky., Hazard.—Darb Fork Coal Co.; erect Y. M. C. A. and school.

Ky., Hazard.—Hazard-Blue Grass Coal Co.; erect Y. M. C. A. building. (See Dwellings.)

Ky., Staub.—Hazard-Jellico Coal Co.; erect Y. M. C. A. building, church and school; contract let at once.

La., Baton Rouge.—Fraternal Order of Eagles; considering erecting \$80,000 building, North Blvd.; 3 stories.

La., Monroe.—Benevolent Protective Order of Elks, J. M. Cobb, Exalted Ruler; plans erection of \$50,000 building.

Mo., Boonville.—Knights of Pythias; erect home; brick; stone trim; F. W. Miller, Archt., Jefferson City.

Md., Brunswick.—Knights of Pythias, Loyalty Lodge, C. Albert Orrison, Chancellor; erect building, High and Bridge Sts.; stores, first floor.

N. C., Charlotte.—Benevolent Protective Order of Elks, Lodge No. 392, J. R. Cherry, Exalted Ruler; erect \$150,000 building.

Okla., Oklahoma City.—Benevolent Protective Order of Elks, Oliver C. Black, Exalted Ruler; plans to erect 7-story building; 200 to 300 sleeping rooms, clubroom, etc.

BUILDING NEWS

EXPLANATORY.

Buildings costing less than \$10,000 not covered in these reports.

BUILDINGS PROPOSED

Apartment-Houses.

D. C., Washington.—Harry Wardman; erect \$110,000 apartment building, Connecticut Ave. and Garfield St. S. W.; 7 stories.

Fla., West Palm Beach.—Mrs. Edna Montgomery; erect \$50,000 apartment building; 3 stories; 30 suites.

La., Shreveport.—Southern Apartments Co.,

J. R. Hollingsworth, Mgr.; erect apartment-house; 31 units around square, with garden and promenades in center.

Mo., Kansas City.—Max Morris, 3915 Charlotte St.; erect \$20,000 apartment building; 3 stories and basement; 40x119 ft.; brick; stone trim; composition roof; wood floors; steam heat; electric wiring; day labor.

Mo., Kansas City.—C. E. Phillips Building

In writing to parties mentioned in this department, it will be of advantage to all concerned if the Manufacturers Record is mentioned.

S. C., Spartanburg.—Loyal Order of Moose; considering erection \$500,000 home.

S. C., Spartanburg.—Masonic Temple Corp., Ben Hill Brown, Chrmn.; erect \$150,000 temple and office building; stores on first floor; probably 6 to 10 stories; J. Frank Collins, Archt. (Lately noted.)

Tex., Houston.—Independent Order of Odd Fellows. G. W. Hawkins, Chrmn.; erect \$300,000 to \$400,000 office and lodge building; stores, 1st floor; 3 stories; roof garden.

Va., Danville.—Chesapeake & Ohio R. R., F. I. Cabell, Chf. Engr., Richmond; erect Y. M. C. A. building.

Va., Danville.—Dan River and Riverside Cotton Mills, H. R. Fitzgerald, Prest.; erect \$200,000 addition to Y. M. C. A. building at Schoolfield; 50 rooms; brick; 3 stories; 160x102 ft.; Heard & Chesterman, Archts., Arcade Bldg. (Lately noted.)

Bank and Office.

Ark., Lincoln.—First National Bank, J. David Nowlin, Hulbert, Okla., and others; erect bank building; rock; brick front. (See Machinery Wanted—Bank Fixtures.)

Ark., Pine Bluff.—Sinclair Oil Co.; remodel office building.

Ark., Pochontas.—First Natl. Bank, J. O. Salter, Prest.; erect bank building; 35x70 ft.; brick and stone; tile floors.

Fla., Lake Alfred.—Lake Alfred State Bank, D. T. Lavery, Prest.; erect \$150,000 building; 30x50 ft.; brick; asphalt roof; vault lights; electric lights; day labor; Geo. H. Hollister, Archt., Fargo, N. D.

Gal., Waco.—Laborers' Penny Savings & Loan Co., Carlton W. Haynes, Prest.; erect building.

Ky., Hazard.—P. T. Wheeler; erect \$40,000 to \$50,000 office building; contract at once.

La., Mansfield.—American National Bank, Walter M. Robertson, Prest.; erect building.

La., New Orleans.—Gordon S. Orme; remodel building for offices; 4 stories; Dibold & Owen, Archts.

La., Shreveport.—Empire Realty Co., L. C. Harris, Prest.; reported to erect 14-story office building; steel framework.

Md., Baltimore.—Merchants and Manufacturers' Assn., Key Compton, Prest., Sun Life Insurance Bldg.; plans to purchase Lanahan Bldg. and expend \$75,000 to remodel.

Okla., Rosedale.—J. H. Perry, Purcell; erect \$20,000 office building; 1 story; 50x60 ft.; brick and stone; Bailey & Alden, Archts., 1207 Colcord Bldg., Oklahoma City.

Okla., Salt Springs.—Citizens' State Bank, F. B. Krouth, Sharon; erect building.

Okla., Spiro.—Farmers' State Bank, L. R. Moore, Prest.; erect bank building. (See Machinery Wanted—Bank Fixtures; Safe; Vault, etc.)

Tex., Houston.—Magnolia Petroleum Co.; erect \$98,000 office building, Fannin and San Jacinto Sts.

Va., Roanoke.—Liberty Natl. Bank; erect building; E. G. Frye, Archt.

Va., Wytheville.—Farmers' Bank; erect building; 2 stories and basement; 56x49 ft.; granite, brick and terra-cotta; Frye & Pettit, Archts.; Wm. P. Cave, Asso., both McBain Bldg., Roanoke.

W. Va., Martinsburg.—Shenandoah Valley Bank & Trust Co., Judge Wilbur H. Thomas, Prest.; erect building; 4 stories; C. E. Kent, Archt.

Churches.

Ark., Bearden.—Bearden Methodist Church; erect \$16,000 building; 66x72 ft.; brick; compo-

sition shingle roof; wood floor; metal ceilings; rolling partition; electric lights; steam heat, \$1500; bids until April 18; Fred H. Halsey, Archt., Texarkana, Ark. Address Rev. F. G. Roebuck.

Ark., Tyronza.—Methodist Church; erect \$20,000 to \$25,000 building; brick; auditorium seat 300; Sunday-school rooms; kitchen, etc., in basement.

Fla., Tampa.—Spiritualistic Church, Rev. Mr. Clough, Pastor; erect building.

Ga., Atlanta.—Oakhurst M. E. Church, Rev. J. H. Allison, Pastor; erect \$35,000 building.

Ky., Hamden.—Kenmont Coal Co.; erect church. (See Dwellings.)

Ky., Hamden (P. O. Jeff.).—Carr's Fork Coal Co., Henry E. Bullock, Prest., Lexington; erect church. (See Dwellings.)

Ky., Staub.—Hazard-Jellico Coal Co.; erect church. (See Association and Fraternal.)

Ky., Typo.—Kentucky Block Coal Co.; erect church and school.

La., Shreveport.—First Methodist Church; erect church, gymnasium, auditorium, club-room, etc. Address The Pastor.

Md., Annapolis.—Methodist Protestant Church, Rev. Harry W. Burgan, Pastor; erect \$50,000 Sunday-school and social rooms; brick; Henry P. Hopkins, Archt., 347 N. Charles St., Baltimore.

Md., Baltimore.—SS. Philip and James Catholic Church, Rev. Jno. E. Wade, Pastor, Charles and 27th Sts.; purchased site, Charles St., between 28th and 29th Sts.; erect building; plans not determined.

Md., Crisfield.—Chas. D. Briddell; interested in erecting church; probably press brick, stone and granite. (See Machinery Wanted—Building Material; Brick; Granite.)

Mo., Rich Hill.—Methodist Episcopal Church; erect \$30,000 building; 2 stories and basement; brick; C. M. Williams, Archt., 404 Grand Ave., Temple Bldg., Kansas City.

Mo., St. Louis.—Holy Rosary Parish, Rev. D. T. Lavery, Pastor; erect \$150,000 buildings; 1 story; 150x48 ft.; stone, brick and reinforced concrete; W. P. McMahon, Archt., Title Guaranty Bldg.

N. C., Cherryville.—Baptist Church; erect building. Address The Pastor.

N. C., Kannapolis.—Baptist Church; enlarge building. Address The Pastor.

N. C., Salisbury.—First Presbyterian Church, Rev. Byron Clark, Pastor; considering erecting addition for Sunday-school.

N. C., Washington.—Christian Church; erect \$75,000 building; limestone trim; slate roof; stone columns; classrooms; auditorium; kitchen, etc., in basement. Address The Pastor.

N. C., Wilson.—Primitive Baptist Church; erect \$40,000 structure. Address The Pastor.

Okla., Ponca City.—Methodist Church; erect \$60,000 building; 1 story; brick, concrete and steel; concrete foundation; Butler & Sanders, Archts., Kennedy Bldg., Tulsa, Okla.

S. C., Gaffney.—Buford Street Methodist Church, Rev. W. A. Fairly, pastor; erect parsonage.

S. C., Lockhart.—Baptist Church, Rev. C. C. Matheny, pastor; erect \$30,000 building; brick veneer; 15 classrooms, dining-room, auditorium, seat 500; shower baths, etc.

S. C., York.—First Baptist Church, Rev. B. H. Waugh, Pastor; erect \$15,000 building.

Tenn., Memphis.—Calvary Baptist Church, Rev. W. L. Norris, Pastor; erect \$50,000 building; 16 Sunday-school rooms, auditorium; Chas. Dean, Archt.

Tex., Fort Worth.—Polytechnic Methodist Church; erect \$100,000 building; Mendor &

Wolfe, Archts., 808½ Houston St. (Lately noted.)

Tex., Houston.—Second Church of Christ, Scientist; erect building, Harvard and 14th Sts. Address The Reader.

Tex., Houston.—Park Place Baptist Church, Rev. Wm. Reuter, Pastor; plans to erect building.

Va., Martinsville.—Presbyterian Church; erect \$20,000 Sunday-school room. Address The Pastor.

Va., Newport News.—Carver Memorial Presbyterian Church, Rev. Chas. Ward, Pastor; erect \$30,000 building; 48x75 ft.; brick; stone trim; A. A. Honeywell Co., Archt., 218 Citizens' Trust Bldg., Kokomo, Ind.

Va., Portsmouth.—Park View Baptist Church, Rev. E. E. Dudley, Pastor; erect

Va., Roanoke.—Jefferson St. Baptist Church; erect \$10,000 annex; G. R. Ragan, Archt., Terry Bldg. Address H. J. Hartberger.

W. Va., Wheeling.—Warwood Avenue Methodist Church, Rev. Arthur Lazenby; erect \$50,000 building; 105x80 ft.; brick; slate roof; wood floors; probably hollow fireproof tile; rolling partitions; Martin, Orr & Martin, Archts. (Lately noted.) building.

City and County.

N. C., Hickory.—Municipal Building.—City, J. D. Elliott, Mayor; rejected bids to erect \$124,000 building for offices, jail, etc.; will call for new bids; auditorium to seat 1000; 77x138 ft.; 3 stories and basement; concrete and brick; Carey and tin roof; concrete and wood floors; steam heat, \$5300; lighting, \$2500; C. C. Hook, Archt., Charlotte; R. G. Henry, City Mgr. (Lately noted.)

Miss., Hattiesburg.—City Hall, etc.—City, L. McAnley, Commr.; considering vote on bonds to erect city hall and negro high school; F. B. Woodley, Supt. of Schools.

Okla., Cushing.—City Hall.—F. P. Alles, Mayor; erect \$35,000 city hall; 2 stories and basement; 50x80 ft.; brick, stone and reinforced concrete; fireproof; Tonini & Bramblett, Archts., 301-2 Terminal Bldg., Oklahoma City. (Lately noted.)

Va., Charlottesville.—Armory, etc.—City; votes May 4 on \$953,000 improvement bonds, to include Government building, \$125,000; fire equipment, \$20,000; remodel armory, \$18,000; etc. Address The Mayor.

W. Va., Charleston.—Fire Stations.—City, Bonner H. Hill, Mgr.; erect 3 sub-fire-stations.

Courthouses.

Ga., Augusta.—Richmond County Commrs.; repair courthouse damaged by fire at loss of \$20,000; G. Lloyd Preacher, Archt. (Lately noted.)

N. C., Lincolnton.—Lincoln County Commrs., D. A. Troutman, Chrmn.; bids until Apr. 15 to erect courthouse; plans and specifications at office Capt. C. E. Childs, Lincolnton, and Jas. A. Salter and G. Murray Nelson, Archts., Raleigh. (Lately noted.)

W. Va., New Cumberland.—Hancock County Commissioners; rebuild structure noted burned at loss \$100,000.

Dwellings.

Ala., Gadsden.—Etowah Trust & Savings Bank; erect 15 dwellings.

D. C., Washington.—D. J. Futursky; erect store, dwelling and garage, 627-31 H St. N. E.; \$31,000.

D. C., Washington.—W. E. Pearson; erect \$25,000 residence, 2404 Wyoming Ave.

D. C., Washington.—Frank Gunther; erect residence; hollow tile and stucco; 40x32 ft.; W. S. Plager, Archt., 1930 Kearney St.

In writing to parties mentioned in this department, it will be of advantage to all concerned if the Manufacturers Record is mentioned.

D. C., Washington.—Charles D. Sager; erect 6 dwellings, Shepherd St.; \$42,000; 2½ stories; brick; slag roof; wood floors; hot-water heat; electric lights; hollow fireproof tile; construction by owner.

D. C., Washington.—D. J. Partello; erect 4 dwellings, 415-21 Upshur St.; \$30,000.

D. C., Washington. — Winfield Preston; erect 5 dwellings, Georgia Ave.; \$60,000.

D. C., Washington.—Louis R. Moss; erect \$10,000 residence, 3705 McKinley St.; also \$10,000 residence, 1753 Kanawha St., Chevy Chase, D. C.

D. C., Washington.—J. Edward Chapman, 37 N St.; erect 2 residences and garages; 3 stories and basement; 24x45 ft.; brick and stone; \$30,000; A. S. J. Atkinson, Archt., 3801 Macomb St.

D. C., Washington.—J. B. Henderson, 200 16th St. N. W.; erect \$150,000 building, 16th St. and Park Rd.; 3 stories; 70x100 ft.; G. O. Totten, Jr., Archt., 803 17th St. N. W.

Ga., Atlanta.—Renfroe & Thomson; erect 2 dwellings; \$12,000.

Ga., Thomson.—Dr. B. F. Riley, Jr.; erect residence; 2 stories and basement; hollow tile and stucco; slate roof; G. Lloyd Preacher, Archt., Augusta.

Ky., Daub.—Kentucky Block Coal Co.; erect 25 miners' houses and Y. M. C. A. building.

Ky., Glowmar.—Reliance Coal Co.; erect 10 miners' houses.

Ky., Hamden (P. O. Jeff).—Carr's Fork Coal Co., Henry E. Bullock, Prest., Lexington; erect 100 miners' dwellings, church, school and Y. M. C. A. building.

Ky., Hamden.—Kenmont Coal Co.; erect 30 miners' dwellings, new tiple, church, school and Y. M. C. A. building.

Ky., Hazard.—Hazard-Blue Grass Coal Co.; erect 20 miners' dwellings and Y. M. C. A. building.

Ky., Hazard.—Lott's Creek Coal Co.; erect 20 miners' houses; contract at once.

Ky., Hopkinsville.—L. M. Cayce; erect \$30,000 dwelling; 2 stories and basement; 35x50 ft.; hollow tile and stucco; Aurelius-Swanson Co., Archt., First National Bank Bldg., Oklahoma City.

Ky., Sergeant.—Acme By-Product Coal Co., Fleming, Ky.; erect 50 miners' houses, coal tipples, etc.; contract let at once.

Ky., Typo.—Blue Diamond Coal Co.; erect 50 miners' houses; contract at once.

Md., Baltimore.—E. J. Gallagher Realty Co., Munsey Bldg.; erect 47 dwellings, Aiken St. and Daily and Sherwood Aves.; 2 stories; brick; \$137,000.

Md., Baltimore.—Henry P. Skinner, 404 Ever-sham Ave.; erect 4 dwellings, Eversham Ave. west of York Road; 2 stories; frame and stucco; \$20,000.

Md., Baltimore.—Ellicott Heights Co., Geo. R. Morris, Prest., Title Bldg.; erect 18 two-story brick dwellings, 3000 block Harlem Ave.; \$36,000.

Md., Baltimore.—Cheswolde Land Corp., 213 Courtland St.; erect 2 dwellings, Wirt Ave., near Carroll Road; 1½ stories; \$10,000.

Md., Hagerstown.—Hagerstown Home Corp., J. B. Ferguson, Mgr.; bids until April 7 to erect 15 dwellings on View St.; plans and specifications on file. (Lately noted.)

Md., Hancock.—Jno. P. Caspar; erect \$15,000 residence and garage; brick; 2½ stories; 30x48 ft.; Harry E. Yessler, Archt., 12 Hamilton Rd., Hagerstown.

Md., Hagerstown.—Robt. Brooks; erect \$10,000 addition to residence; 2½ stories; brick; Fred J. Mack, Negley Bldg., receiving bids.

Md., Sparrows Point.—Bethlehem Shipbuilding Corp.; considering erecting 100 dwellings.

Miss., Tupelo.—A. E. Hindsman; prepared plans for 2 brick-veneer residences; 2 stories; ready for bids.

Mo., Clinton.—E. D. Sayles; erect \$15,000 residence; 2 stories and basement; 41x60 ft.; frame; shingle roof; R. E. Peden, Archt., 945 New York Life Bldg., Kansas City, Mo.

Mo., Kansas City.—A. E. Blachertt erect \$18,000 residence; 2 stories and basement; 32x42 ft.; brick; stone trim; A. D. Anderson, Archt., New York Life Bldg.

Mo., St. Louis.—Nelson Cunliff, Chrmn. of company promoting erection of 1000 dwellings; 1 story; brick; \$3000 to \$5000 each.

Mo., St. Louis.—E. M. Roberts; erect 99 dwellings; 1 story; 24x13 ft.; brick and hollow tile; \$3500 each; Roy S. Price, Archt., Arcade Bldg.

Mo., Webster Groves.—O. J. Opee, Odd Fellows Bldg.; preparing plans for \$15,000 residence, Sherwood Forest; 2½ stories; 30x40 ft.; colonial design; brick.

N. C., Greensboro.—J. W. Boone; erect residence, North Marshall St.

N. C., Greensboro.—Graham Real Estate Co.; erect several dwellings.

N. C., Greensboro.—Walter M. Euliss; erect concrete block residence.

N. C., Wilmington.—John E. Hopkins; erect residence.

N. C., Winston-Salem.—Matthews-Fulk Real Estate Co. Incptd.; R. E. Matthews, Prest.; erect number California bungalows; contemplated.

Okl., Castle.—Sterling Camp; erect \$18,000 residence; 1 story and basement; 56x30 ft.; hollow tile and stucco; Bailey & Alden, Archts., 1207 Colcord Bldg., Oklahoma City.

Okl., Fairfax.—S. M. Smith; erect \$18,000 residence; 2 stories and basement; 35x57 ft.; metal lath and stucco; Aurelius-Swanson Co., Archts., 1006 First National Bank, Oklahoma City.

Okl., Muskogee.—L. H. Tomm; erect 18 dwellings, Capitol Hill.

Okl., Oklahoma City.—J. W. Lucas; expend \$10,000 to repair brick residence.

Okl., Oklahoma City.—A. R. Nelson; erect 9 dwellings; 1 story; frame; \$45,000.

Okl., Oklahoma City.—Aurelius-Swanson Co., State National Bank Bldg.; erect \$20,000 brick veneer residence; also erect 2 dwellings; 1 story; frame; \$12,000.

Okl., Oklahoma City.—R. H. Gardner; erect 4 dwellings; 1 story; frame; \$19,000.

Okl., Tulsa.—Lucas & Co.; erect \$10,200 residence and garage.

S. C., Columbia.—Shandon Annex Co.; erect \$12,000 residence.

S. C., Florence.—W. R. Barringer; erect residence.

S. C., Greenville.—Judson Mills, B. E. Geer, Prest.; erect 23 additional dwellings, 3 and 4 rooms each.

S. C., Greenville.—L. H. Stringer; erect \$20,000 dwelling; 2 stories; 36x50 ft.; brick veneer.

S. C., Spartanburg.—Dearman Investmen. Co., Geo. Dearman, Prest.; capital \$100,000; erect 11 dwellings.

S. C., York.—J. S. Mackorell; erect \$30,000 residence.

Tenn., Knoxville.—John Rogers; plans to erect 100 dwellings; \$2500 to \$7500 each.

Tenn., Memphis.—C. L. Tucker; erect 4 dwellings; 6 rooms; \$20,000; heating plant each, \$300.

Tex., Dallas.—R. W. Shegogg; erect \$18,000 residence, 5632 Gaston Ave.; 2 stories; hollow tile.

Tex., Dallas.—Dallas Housing Co.; erect 9

residences, Brooklyn St., 3 on Gladstone Drive, 2 on Wycliff Ave.; all 5 rooms; frame; \$2850 each.

Tex., Dallas.—W. A. Thomas; erect \$10,000 brick-veneer residence; 2 stories.

Tex., Dallas.—C. P. Sites; erect \$12,000 residence; 2 stories and basement; 32x40 ft.; brick veneer; shingle roof; Aurelius-Swanson Co., Archt., 1006 First National Bank Bldg., Oklahoma City.

Tex., Fort Worth.—R. A. Nicolais; prepared plans for \$12,000 dwelling, Mistletoe Blvd.; 2 stories; brick veneer.

Tex., Fort Worth.—Phil J. Bohart; erect \$15,000 residence; 2 stories; brick veneer; R. A. Nicolais, Archt.

Tex., Fort Worth.—Jacob Klar; erect \$35,000 residence; 1 story; brick; clay and tile roof; hollow fireproof tile; ornamental terra-cotta; interior tile; concrete and wood floors; vacuum steam heat, \$2200; M. Nippell, Archt., Sumpter Bldg., Dallas; Carb Building Co., Contrs., 603 Wheat Bldg., Ft. Worth. (Lately noted.)

Tex., San Antonio.—H. W. Mueller; erect \$12,000 residence; 1 story; Beverly W. Spillman, Archt.

Va., Mt. Jackson.—C. M. Shannon; erect \$16,000 residence; G. R. Ragan, Archt., Terry Bldg., Roanoke, Va.

Va., Bedford.—Hunter Miller, G. D. and L. L. Wingfield; erect several bungalows.

Va., Richmond.—J. R. Cole; erect \$125,000 residence and garage; 2 stories; 82x130 ft.; brick and limestone; Ashbury & Whitehurst, Archts., 110 N. 7th St.

Va., Roanoke.—J. W. Flaherty; erect \$12,000 residence; 1½ stories; 37x41 ft.; hollow tile and stucco; Craighill & Cardwell, Archts., People's Bank Bldg., Lynchburg, Va.

Va., Roanoke.—M. F. Ring, Roanoke City Mills; erect \$20,000 residence; 2 stories; 32x44 ft.; brick; H. M. Miller, Archt., 3½ Campbell Ave., receiving bids.

Va., Roanoke.—Arthur M. Clay, Secy. Hancock Dry Goods Co., 37 Campbell Ave.; erect \$40,000 residence and garage; 2 stories; 55x57 ft.; brick; E. G. Frye, Archt.; Wm. P. Cave, Asso., both McBain Bldg.

Va., South Boston.—Tucker C. Watkins, V. P. South Boston National Bank; erect residence; 2 stories; 40x58 ft.; brick; Stanhope S. Johnson, People's Bank Bldg., Lynchburg.

W. Va., Belle.—Charleston Chemical Co., C. L. White, Mgr.; erect dwellings for employees.

Government and State.

D. C., Washington.—Home.—Soldiers' Home, Gen. I. W. Littell, Supt.; erect \$600,000 addition; Alfred Granger, Archt., 332 S. Michigan Ave., Chicago.

Fla., Fort Myers.—Dwelling.—Department of the Interior, Office of Indian Affairs, Cato Sells, Commr., Washington, D. C.; bids until Apr. 5 for material and labor to erect frame cottage; plans and specifications at offices of The Press, Fort Myers, United States Indian Warehouses at Chicago, St. Louis, San Francisco, Builders' Exchange, St. Paul, Minn., and Lucien A. Spencer, Special Commr., Fort Myers; information from Mr. Spencer.

La., New Orleans.—Storehouse and Mine Storage.—Bureau of Yards and Docks, Navy Dept., C. W. Parks, Ch., Washington, D. C.; bids until Mch. 31; erect ammunition storehouse and mine-storage building; \$48,000; specification 4084. (Previously noted.)

Mo., Marshall.—Custodial.—State; erect custodial building; 1 story; brick; stone trim; J. H. Felt & Co., Archt., 800 Grand Ave. Temple Bldg., Kansas City.

Hospitals, Sanitariums, Etc.

S. C., Columbia.—Richland Anti-Tuberculosis Assn., John P. Thomas, Jr., Prest.; erect 2-story administration building at Ridgewood Camp.

S. C., Columbia.—Columbia Hospital; erect nurses' home; brick; 4 stories; chemical laboratory, studyrooms, sleeping porches, etc.; Lafaye & Lafaye, Archts.

S. C., Gaffney.—Dr. R. T. Ferguson; erect \$50,000 hospital.

Tex., Kerrville.—Benevolent War Risk Society, Dr. Oscar Davis, Secy.-Treas.; erect tuberculosis sanatorium; 138 bungalows; administration building, etc.; power plant for heating and lighting; screened porches; accommodate 300 patients; concrete and hollow tile; asbestos shingle roof; concrete slab floors; heating plant, \$40,000; lighting plant, \$15,000; Phelps & De Wees, Archts., Gunter Bldg., San Antonio. (Lately noted.)

Tex., Paris.—Paris Sanitarium; erect \$75,000 addition; 2 stories and basement; 43x86 ft.; brick and reinforced concrete; powerhouse, refrigeration plant; second story for laundry; Meyer J. Sturm, Archt., 116 S. Michigan Ave., Chicago. (Previously noted.)

Va., Nassawadox.—Dr. W. J. Sturgis; erect \$70,000 hospital; 128x40 ft.; reinforced concrete, tile and brick; electric elevators; conduit system of lighting; two-pipe high-pressure steam heat; Thos. S. Browne, Archt., 606 District National Bldg., Washington, D. C.

Va., Norton.—Drs. Fox, St. Clair and McGuire; erect \$50,000 hospital; brick; wood and tile floors; 40 beds; steam heat, \$2000; electric lights, \$3000; Alexander Mahood, Archt., Bluefield, W. Va.

Hotels.

Fla., Clearwater.—E. T. Roux, Plant City, Fla., and L. B. Skinner, Hillsboro Hotel, Tampa; develop Clearwater Beach property; erect 50-room hotel, etc.

Fla., Fort Pierce.—T. F. Keogh; reported to erect 3-story hotel.

Fla., Miami.—David Afremow; reported to erect hotel.

Fla., Miami.—Locke T. Highleyman, Prest. Fidelity Bank & Trust Co.; W. B. Moore, City Clerk; reported to erect 10-story hotel.

Ga., Lagrange.—Lagrange Hotel Co.; erect \$500,000 hotel, store and theater; 100x100 ft.; concrete; hollow fireproof tile; hardwood and concrete floors; ornamental terra-cotta; interior tile; plastic slate roof; wire glass; metal doors; high-pressure steam heat; electric lights; electric elevators; mail chutes; vaults; vault lights; W. L. Stoddart, Archt., 9 E. 40th St., New York. (Lately noted.)

Ky., Middlesboro.—Booneway Inn and R. B. Roberts, Prop., Piedmont Hotel; connect hotels and improve; add 40 to 50 rooms.

La., New Orleans.—Theo. Grunewald; reported to have purchased site on St. Charles St. near Lee Circle for erection of hotel.

N. C., Asheville.—Manor Hotel; rebuild north wing noted burned at loss of \$100,000.

N. C., Danbury.—J. H. Whicker, Winston-Salem; Pepper Bros., Danbury; organized \$35,000 company; purchased Piedmont Springs resort; enlarge and improve hotel.

N. C., Hickory.—John E. Reed, Augusta, Ga.; improve Hotel Huffy.

Tex., Dallas.—A. K. Sternbert and Katie Beall, Chicago; reported to erect \$50,000 hotel addition; 2 stories.

Tex., Dallas.—R. P. & T. A. Hargrave; organized \$156,000 stock company; erect 2-story steuco hotel; 186 rooms; steam heat; \$114,000.

W. Va., Bluefield.—Graham Sales; erect

2-story addition for New Altamont Hotel; 40 rooms; connected by corridors.

W. Va., Keyser.—Zink & Sparklin, Archts., Alexander S. Beserty, Asso. Archt., Munsey Bldg., Washington, D. C.; preparing plans for \$150,000 hotel; brick; 5 stories.

W. Va., Wheeling.—Stratford Springs Hotel, Harry L. Bond, Prest.; erect \$500,000 hotel; 6 stories; fireproof; brick and concrete; 200 rooms, sun parlors, porches, etc.; R. S. Fordin, Archt., Chicago.

Miscellaneous.

Ala., Gadsden.—Monuments.—Junior Order United American Mechanics; construct monument.

La., Baton Rouge.—Clubhouse.—Golf & Country Club; expend \$12,500 to improve clubhouse.

Mo., Newburg.—Hall.—E. M. Laney; plans to erect pool hall to replace burned structure.

Mo., Newburg.—Restaurant.—Jno. Young; erect meat market and restaurant to replace burned structure; concrete.

Mo., St. Louis.—Undertaking Establishment.—Mullen Undertaking Co., Lawrence Mullen, Secy.; erect \$60,000 building; 2 stories; 60x90 ft.; brick; fireproof; W. P. McMahon, Archt., Title Guaranty Bldg.

Mo., St. Louis.—Chapel.—Henry Ledner Undertaking Co.; erect \$50,000 chapel; 35x100 ft.; brick; Wedemeyer & Nelson, Archts., Wainwright Bldg.

N. C., Gastonia.—Library.—J. Lee Robinson, Chmn. Com. to erect community library.

Tenn., Memphis.—Clubhouse.—Catholic Club Building Assn., Phil M. Canale, Prest., 66 S. Main St.; erect clubhouse; 6 stories, basement and roof garden; Regan & Weller, Archts. (Lately noted.)

Tex., Fort Worth.—Lumber Yard.—Cameron Lumber Co.; erect lumber yard; \$40,000.

Railway Stations, Sheds, Etc.

Tex., Talpa.—Gulf, Colorado & Santa Fe R. R., F. Merritt, Ch. Engr., Dallas; rebuild depot noted burned.

Schools.

Ark., Blytheville.—School Board, C. H. Windt, Secy. Special School Dist. No. 5; erect 3-story fireproof high school; 96x127 ft.; bids until April 15; plans and specifications at offices Mr. Windt and G. A. Edelsvard, Archt., Courthouse Square. (Lately noted.)

Ark., Morrilton.—Arkansas Christian College Building Comm., Joe L. Rector, Chmn., Conway; bids until Apr. 2 to erect building; Wittenberg & Deloney, Archts., Little Rock.

Ark., Mountain Home.—Mountain Home College; erect \$23,000 dormitory, lately noted; 98x30 ft.; 3 stories; rough limestone; tar, felt and gravel roof; wood floors; steam heat, header boiler, \$2000; Delco or similar lighting plant, 2000-watt capacity, with gas engine, batteries 144 ampere hours capacity, 32-volt, automatic; also remodel 3-story building; 34x36 ft.; bids until Apr. 10; Jas. Logan, Archt., Carthage, Mo. Address H. D. Morton, Mountain Home. (See Machinery Wanted—Heating Plant.)

Ark., Pine Bluff.—School Board, E. A. Howell, Prest.; erect \$40,000 school.

Ark., Pine Bluff.—Board of Education, E. A. Howell, Prest.; expend \$10,000 to improve Junior High School.

Ark., Union.—School Board, J. T. Wilson, Secy., Route 2, Pine Bluff, Ark.; expend \$10,000 to improve high school; issue bonds.

Ark., Warren.—Walters Institute; erect dormitory; 86x41 ft.; 3 stories; brick veneer;

steam heat; electric lights; plans ready April 1; Jas. W. Eichelberger, Jr., Principal, or Carl Hollis, Cashier, Merchants & Planters' Bank, Warren, taking bids; W. A. Rayfield Co., Archts., Birmingham, Ala.

D. C., Washington.—Washington Collegiate Institute; erect group of concrete and brick buildings; \$59,000; Magaziner & Eberhard, Archts. and Engrs., 603 Chestnut St., Philadelphia, Pa.

D. C., Washington.—Associated Professors of St. Mary, Rev. E. P. Dyer, Prest.; remodel dormitory, 4th St. and Michigan Ave. N. E.; \$90,000.

Fla., Ybor City.—Catholic Congregation; erect \$80,000 school; 3 stories; 55x130 ft.; reinforced concrete. Address The Pastor.

Ga., Atlanta.—Georgia School of Technology; erect 42x214-ft. addition to mechanical building; 2 stories and basement; first floor, machine shop; second, wood shop; basement, storage-room; brick; concrete and steel floors; steel trusses; extend present foundry 40 ft.; truck entrance; \$90,000; plans by Prof. F. P. Smith, Dept. of Architecture at college.

Ga., Colquitt.—School Board, W. C. Dancer, Secy.; erect \$15,000 school; bonds voted. (Lately noted.)

Ga., Macon.—Board of Education; erect Winship-Clisby School; 165 ft. frontage; 19 classrooms; Dunwoody & Oliphant, Archts., Carlisle Nisbet, Asso. Archt. (Lately noted.)

Ga., Pavo.—Pavo School Dist. Trustees; erect high school; \$40,000 bonds voted.

Ky., Barbourville.—School Board, F. W. Seent, Secy.; improve school and install heating plant; vote Apr. 24 on \$10,000 bonds.

Ky., Hamden (P. O. Jeff).—Carr's Fork Coal Co., Henry E. Bullock, Prest., Lexington; erect school. (See Dwellings.)

Ky., Hamden.—Kenmont Coal Co.; erect school. (See Dwellings.)

Ky., Hazard.—Darb Fork Coal Co.; erect school. (See Association and Fraternal.)

Ky., Olive Hill.—Board of Education; erect \$50,000 high school; 3 stories; brick; bids about April 20.

Ky., Staub.—Hazard-Jellico Coal Co.; erect school. (See Association and Fraternal.)

Ky., Typo.—Kentucky Block Coal Co.; erect school. (See Churches.)

La., Clinton.—East Feliciana Parish School Board, D. G. Lunsford, Supt.; sold \$10,000 bonds of School Dist. No. 5.

La., Rayville.—Richland Parish School Board; erect \$125,000 building; brick and steel; metal roof and ceilings; hardwood floors; lets contract about May 1. Address E. E. Keebler. (Lately noted.)

Md., Walkersville.—Frederick County Commissioners, Lloyd Palmer, Supt., Frederick; erect \$25,000 school; 2 stories; brick; Alfred Cookman Leach, Archt., 325 N. Charles St., Baltimore.

Miss., Hattiesburg.—City, L. McAuley, Commr.; considering vote on bonds to erect negro high school, etc. (See City and County.)

Mo., Boonville.—Board of Education, M. Mittlebach, Secy.; remodel high school; \$40,000; J. H. Felt & Co., Archt., Grand Avenue Temple Bldg., Kansas City.

Mo., Poplar Bluff.—Board of Education; erect school; election April 6 on \$30,000 bonds. (Lately noted.)

La., Lafayette.—Cathedral, Rev. W. P. Emiling, pastor; erect \$40,000 school; 8 to 10 rooms; brick; composition roof; concrete and wood floors; hot-water or steam heat; electric lights; hollow fireproof tile; rolling partitions.

La., Wiener.—Board of Education, Jno. L.

In writing to parties mentioned in this department, it will be of advantage to all concerned if the Manufacturers Record is mentioned.

McDuff, Supt.; bids until Apr. 15; erect high school; plans and specifications at office Edw. F. Neild, Archt., Shreveport.

Mo., Gainesville.—Board of Education; erect \$60,000 building; 2 stories; 63x84 ft.; brick and steel; concrete foundation; H. D. Pampel, Archt., Finance Bldg., Kansas City.

Mo., Pilot Grove.—Board of Directors, Pilot Grove School Dist.; ordered vote Apr. 6 on \$30,000 bonds; erect school; 8 rooms.

Mo., Springfield.—City, W. W. Thomas, Supt. of School; vote Apr. 5 on \$600,000 school bonds. (Lately noted to vote Mch. 30.)

Mo., Sugar Creek.—School Board, Ashton B. Jones, Clerk; erect 2-story 8-room semi-fireproof school and boiler-house; install steam-heating plant and plumbing; separate bids until Apr. 3 on one or both; plans and specifications at offices A. B. Anderson, Archt., New York Life Bldg., Kansas City, Mo., and Jno. F. Thice, Independence, Mo. (Lately noted.)

Mo., Wheeling.—Board of Education, Clifton Cornwell, Supt.; erect \$25,000 school; 2 stories and basement; 50x62 ft.; brick; stone trim; composition roof; bids about March 30; R. H. Sanneman, Archt., Reserve Bank Bldg., Kansas City, Mo.

N. C., Bailey.—School Board; erect teacher-age.

N. C., Beech.—Beech School Dist. Trustees; erect school; \$10,000 bonds voted. (Lately noted.)

N. C., Candler.—Candler School Dist. Trustees; erect high school; \$35,000 bonds voted. (Lately noted.)

N. C., West Raleigh.—Alumni of North Carolina State College, C. L. Mann, Chrmn.; erect \$30,000 memorial in form of tower, clock and chimies.

N. C., Winston-Salem.—Salem College; erect 2 dormitories; dining hall to seat 450, laboratories, classrooms, studios, etc.; brick; tile roof; \$200,000; W. C. Northrup, Archt., Winston-Salem; Thos. Sears, Landscape Archt., Philadelphia, Pa. Address owner.

Okla., Altus.—Board of Education; rebuild school noted burned at loss \$10,000.

Okla., Carmen.—Board of Education; erect \$72,000 school; 2 stories and basement; brick and stone; Roy W. Shaw, Archt., Beck Bldg., Enid, Okla. (Lately noted.)

Okla., Hugo.—Board of Education; erect \$40,000 school; 1 story and part basement; 120x78 ft.; brick and stone; Jewel Hicks, Archt., 19½ W. Main St., Oklahoma City.

Okla., Kelleyville.—School Board; erect high school; plans to issue \$64,900 bonds.

Okla., Mangum.—Board of Education, D. F. Covington, Clk.; erect high school and convention hall; 428x130 ft.; 3 stories and basement; steel, reinforced concrete and face brick; fireproof; 20 classrooms, laboratory, public library, gymnasium; convention hall to seat 1200; \$75,000 bonds voted; Hawk & Parr, Archts., Security Bldg., Oklahoma City. (Lately noted.)

Okla., Stillwater.—State Board of Agriculture, J. A. Whitehurst, Prest., State Capitol, Oklahoma City; erect \$100,000 library building at Agricultural and Mechanical College; 3 stories; brick; stone trim; F. W. Redlich, Archt., care Dept. of Architecture, A. and M. College.

Okla., Tecumseh.—State Board of Control, Oklahoma City; erect State Industrial Home for Girls; Jewell Hicks, Archt., Oklahoma City.

S. C., Charleston.—State Building Comm., Columbia; plans to erect dormitories, academic buildings, etc.; \$600,000; Lockwood, Greene & Co., Archts., Healey Bldg., Atlanta, Ga.

S. C., Columbia.—University of South Carolina, August Kohn, Chrmn. Building Com.; erect library annex; plans 9 homes for professors.

S. C., Greenville.—Ursuline Sisters; plan to erect \$100,000 building for St. Mary's School.

S. C., Liberty.—Liberty School Trustees; erect building; \$31,000 bonds voted.

S. C., Spartanburg.—Board of Education; erect \$300,000 high school; G. Lloyd Preacher, Archt., Augusta, Ga. (Lately noted.)

Tenn., Jackson.—Woman's College; erect several buildings; \$500,000; first unit to be \$150,000 administration building; fireproof; composition roof; wood floors; steam heat; electric lights; R. A. Heavner, Archt., Murray Bldg.; bids opened about May 1. Address S. B. Enochs, Secy. Bldg. Committee. (Lately noted.)

Tenn., Maryville.—Maryville College Trustees; erect \$150,000 building, to include dining hall and lecture-rooms; brick and stone.

Tex., Conroe.—City voted \$25,000 bonds to erect high school; J. O. H. Bennett, Prest., School Board.

Tex., Dallas.—Board of Education; E. W. Greiner, Prest.; erect \$600,000 high school; 3 stories; brick; fireproof; W. B. Ittner, Archt., Board of Education Bldg., St. Louis; bids about April 12. (Lately noted.)

Tex., El Paso.—Catholic Sisters of Loretto College, Loretto, Ky.; erect \$200,000 school.

Tex., Fort Worth.—Board of Education; erect addition to North Side W. G. Turner School; \$25,000; Van Slyke & Woodruff, Archts.

Tex., Pampa.—Board of Directors, Pampa Independent School Dist., L. C. McMurtry, Secy.; bids until Apr. 20 to erect brick school in Pampa; 5 one-room brick buildings and 1 two-room brick building in country; bids collectively and separately; plans and specifications at office of Mr. McMurtry and office W. R. Kaufman, Archt., Amarillo, Tex. (Lately noted to open bids Jan. 31.)

Va., Belle Haven.—Dist. School Board, C. C. Joynes, Chrmn., Onancock, Va.; erect \$20,000 school; 70x70 ft.; brick; Carneal & Johnston, Archts., Chamber of Commerce Bldg., Richmond, will revise plans. (Lately noted.)

Va., Huntingdon.—Juniata College, P. Harvey Brumbaugh, Prest.; erect \$20,000 dormitory; 3 stories; 38x35 ft.; wing 27x20 ft.; G. E. Brumbaugh, Archt., Real Estate Trust Bldg., Philadelphia.

Va., Williamsburg.—William & Mary, Dr. J. A. C. Chandler, Prest.; bids until Apr. 10; erect woman's dormitory; Chas. M. Robinson, Archt., Times-Dispatch Bldg., Richmond, Va.

W. Va., Fairmont.—Fairmont State Normal, Jos. Rosler, Prest.; erect brick and stone dormitory; R. A. Gillis, Archt.

Stores.

Ala., Asheville.—Ab Crow, Jr.; erect brick store.

Ala., Huntsville.—Lyle & Lyle; erect building.

Ark., Little Rock.—Beal-Burrow Dry Goods Co.; erect 7-story-and-basement building.

D. C., Washington.—F. B. Campbell; erect \$40,000 store and dwelling, 4730 14th St.

D. C., Washington.—Wm. T. Gallier; remodel buildings, 1111-19 17th St.; \$20,000.

Fla., Wauchula.—Wauchula Seed & Produce Co.; erect storeroom and cold-storage; 36x127 ft.; brick and concrete; cement floors; electric lights. (Lately noted.)

Ga., Atlanta.—S. M. Inman Estate; rebuild 2-story brick business building; \$16,000.

Ga., Atlanta.—Goodyear Tire & Rubber Co.; expend \$10,000 to repair building.

Ga., Atlanta.—Ruse & Cason; plans to erect several store buildings.

Ga., Atlanta.—J. C. Crockett; erect 2-story building.

Ga., Augusta.—L. A. Russell Piano Co.; improve building for addition; G. Lloyd Preacher, Archt.

Ky., David.—Back & Dixon; erect \$10,000 store.

La., New Orleans.—Interstate Electric Co., Percival Stern, Prest.; erect commercial building.

La., Opelousas.—Julius Stander; erect brick store.

Miss., Clarksdale.—Wade Hardware Co.; erect building 4th and Tallahatchie Sts.; probably 3 stories.

Mo., Kansas City.—F. H. Thwing; remodel building, Fourteenth and Baltimore Aves.; \$30,000; 1 story and basement; Geo. F. Green, Archt., Rialto Bldg.

Mo., Kansas City.—Max Morris; erect \$12,000 store; 1 story and basement; 75x86 ft.; brick; stone trim; composition roof; steam heat; electric lights; concrete floors; plate-glass front; day labor.

Mo., Kansas City.—Scarritt Estate, Scarritt Bldg.; erect \$100,000 business building; 2 stories and basement; 100x100 ft.; brick; stone trim; composition roof; Root & Slemman, Archts., Scarritt Bldg.

Mo., Newburg.—Dr. W. Burns; erect brick building to replace burned structure.

N. C., Charlotte.—W. F. Dowd; erect 4-story building.

Okla., Oklahoma City.—James and Harry Gerson; remodel business building; 4 stories; 75x140 ft.; \$20,000.

Okla., Oklahoma City.—Maslia Mining & Realty Co., Republic Bldg.; erect \$200,000 sales and office building; 4 stories and basement; brick; stone trim; composition roof; C. P. Schmidt, Archt., Shukert Bldg.

S. C., Greenville.—F. M. Williams; erect \$16,800 building; brick and tile; 25x39 ft.; 2 stories.

S. C., Greenville.—J. F. Hodges Estate; rebuild structure lately noted burned; occupied by Meyers-Arnold Co.; 2 stories; 35x243 ft.; \$25,000.

S. C., Greenville.—J. H. Johnson; erect \$16,800 store; 25x39 ft.; brick and tile; 2 stories.

S. C., Greenville.—W. M. Jordan; erect 25x39-ft. store; brick and tile; 2 stories.

S. C., Greenville.—Sam R. Zimmerman and J. H. Williams; erect \$33,500 building; 2 stories; brick and tile; 49x39 ft.

S. C., Greenville.—J. B. Mayo; erect 2-story building; 30x39 ft.; \$21,000.

Tex., Fort Worth.—Millers Mutual Fire Insurance Co.; erect \$100,000 building; 2 stories; 75x100 ft.; brick; stone trim; Van Slyke & Woodruff, Archts.

Tex., Lufkin.—W. M. Glenn; erect \$50,000 building; 80x100 ft.; brick or reinforced concrete; freight elevator. (Lately noted.)

Tex., San Antonio.—Half Bros.; erect 2-story and basement building; fireproof; Atlee B. Ayres, Archt.

Tex., San Antonio.—Wong Gun; erect \$25,000 store and apartment building; 2 stories; 64x100 ft.; Beverly W. Spillman, Archt.

Tex., San Antonio.—F. W. Woolworth Co.; erect 3-story-and-basement building; brick and terra-cotta; 105x115 ft.; Adams & Adams, Archts.

Va., Danville.—Z. V. Johnson; expend \$30,000 to rebuild department store; 2 stories and basement; 30x146 ft.; brick; Heard & Chesterman, Archts., Arcade Bldg.

Va., Danville.—Efrid & Co., Charlotte, N. C.;

erect \$30,000 building; 2 stories; 31x140 ft.; brick; bids about Apr. 20; Beard & Chesterman, Archts., Arcade Bldg., Danville. (Lately noted.)

W. Va., Martinsburg.—Stephen Bowers; erect \$18,000 building; Richard R. Feller Co., contract for foundation.

Theaters.

Ky., Middlesboro.—Manring Theater; reported to rebuild burned structure.

Ky., Paducah.—Arcade Theater Co., Leo. F. Keyler, Prest.; alter and erect addition to theater; 2 stories and basement; steel and concrete; seating capacity 2216; bids until Apr. 7; Joseph & Joseph, Archts., Louisville. (Lately noted.)

La., New Orleans.—Alexander Pantages, Seattle, Wash.; reported to have leased site on Canal, Rampart and Elk Pl.; considering erecting theater and hotel; J. L. Onorato, New Orleans, conducted negotiations.

Okla., Chickasha.—R. C. Morris and J. C. Hartman, Blackwell, Okla.; remodel Doughty building for theater; 2 stories; 50x110 ft.

Okla., Pawhuska.—C. A. Korn; erect \$100,000 theater; contemplated.

Tex., El Dorado.—Berry Davis; erect \$50,000 theater.

Va., Richmond.—Clay Realty Corp.; reported to erect moving-picture theater.

Va., Richmond.—Vany Realty Co., Jake Wells, Prest.; enlarge Bijou Theater; erect Keith vaudeville theater, N. 5th St.; erect negro theater, 1st and Clay Sts.; \$1,000,000.

Va., Roanoke.—Chas. M. Brown; expend \$25,000 to remodel building for theater; 1 story; 33x175 ft.; brick; E. F. Frye, Archt., McBain Bldg.; Wm. P. Cave, Asso. Archt.

W. Va., Beckley.—Joe L. Smith; improve Lyric Theater; erect 25-ft. addition, etc.; seating capacity 500.

W. Va., Fairmont.—Samuel Spicer, New York; reported interested in erection of \$150,000 theater; seating capacity 1500.

W. Va., Fairmont.—Fairmont Building & Investment Co.; erect theater, Cleveland Ave. and Main St.; stores in front first and second floors; theater in rear to seat 1500 people; 4 floors offices; elevators; Dreher, Churchman, Paul & Ford, Archts.

Warehouses.

Ala., Andalusia.—Andalusia Peanut Co., S. B. Milligan, Prest.; erect sweet-potato storage warehouse.

Ala., Birmingham.—Batterton Coffee Co., H. L. Batterton, Prest.; erect 2-story brick and concrete warehouse; \$55,000.

Ala., Guntersville.—Gilbreath Bros.; erect cotton warehouse; concrete blocks; desires competitive plans from architects. (See Machinery Wanted—Concrete Block Machinery.)

Fla., Tampa.—Perkins & Sharpe; erect \$65,000 warehouse foot of Franklin St.; 15x200 ft.; 1 story; B. C. Bonfoey, Archt.; Frisbie & Walker, low bidders. (Lately noted.)

Ga., Augusta.—Board of Commerce; promoting erection sweet-potato warehouse; 10,000 bu. capacity.

Ga., Savannah.—Savannah & Atlanta Ry. Co., C. E. Gay, Jr., Gen. Mgr.; erect 30x250-ft. addition to freight warehouse.

Ky., Cynthiana.—J. R. Jones; interested in organizing company to erect tobacco warehouse; 3500 hds.; \$40,000.

Mo., Kansas City.—Kansas City Light & Power Co., J. F. Porter, Prest.; erect \$250,000 warehouse; 4 stories and basement; 200x250 ft.; brick; stone trim; composition roof.

N. C., Asheville.—Asheville Supply & Foundry Co.; erect \$15,000 warehouse; 40x100 ft.; 3 stories; brick; composition roof; wood floors; plans by owner; construction by day labor; material purchased.

N. C., Kinston.—Imperial Tobacco Co.; erect warehouse.

S. C., Seneca.—Seneca Lumber Co., Donald M. Fraser, Prest., Spartanburg; erect shed and warehouse; 20x120 ft.; office, 12x16 ft.; mill construction.

S. C., Sumter.—D. R. McCallum and others; acquired Sumter Cotton Warehouse Co.; remodel and enlarge warehouse and cotton platform plant.

Tex., Dallas.—Sears, Roebuck & Co., Julius Rosenthal, Prest., Arthington and Homan Aves., Chicago; erect 6-story-and-basement warehouse; reinforced concrete and brick; \$1,000,000; Geo. C. Nimmons & Co., 122 S. Michigan Ave.; Martin S. Schwab, 30 N. Michigan Ave., both Chicago. (Lately noted under Stores.)

W. Va., Fairmont.—Datillo Fruit Co.; erect 7-story reinforced concrete warehouse; 65x70 ft.

floors; John F. Gettler, Archt. Address Chas. L. Stockhausen Co., Contr., Marine Bank Bldg. (Lately noted.)

Miss., Lambert.—Bank of Lambert; erect \$18,000 building; Jones & Sage, Contrs., Memphis, Tenn.

Okla., Norman.—First Baptist Church, Rev. G. J. Rosseau, Pastor; erect \$70,000 building; 60x150 ft.; brick and concrete; stone facing; asbestos shingle roof; edge-grain pine floor; city lighting; steam heat, \$6500; Monnett & Reid, Archts.; Gross Construction Co., Contr., both Oklahoma City. (Lately noted.)

Tex., Lytton Springs.—Methodist Church, Rev. E. W. Morton, Pastor; erect \$10,000 brick building; contract let.

Va., Richmond.—Oakwood Ave. Baptist Church, Rev. H. M. Nicholas, Pastor; erect \$25,000 building; 55x70 ft.; 2 stories; brick and stone; slate roof; pine floors; Sunday-school rooms steam heat \$2500; electric lights \$500; H. L. Cain, Archt., 12 N. 9th St.; F. W. Boatwright, 411 E. Clay St., Contr., cost plus basis. (Lately noted.)

Dwellings.

Ga., Atlanta.—Frank M. Inman, Peachtree Rd.; remodel residence; S. J. Warner, Contr.; Southern Mosaic Tile Co., tile work.

Ky., Glasgow.—Rev. Jno. R. Winn; erect residence; brick; tile roof; hot-water heat; concrete foundation; hardwood floors; Thomas J. Nolan, Archt., 235 Courier-Journal Bldg., Louisville; C. R. Depp, Contr.

Md., Baltimore.—Maryland Realty Corp., C. E. Elderkin, Prest., Calvert Bldg.; to erect 10 dwellings, Dalrymple and Winfield Aves.; 2 stories; 14x44 ft.; F. E. Beall, Archt., 1135 N. Gilmor St.; H. W. Thomas, Contr., Fidelity Bldg. (Lately noted.)

Md., Baltimore.—Broring-Powell Realty Co., 28th St. and Tivoli Ave.; erect 35 dwellings, Alameda and 29th Sts.; 2 stories; brick; front and rear porches; electric lights; probably pipeless furnaces; Chas. Broring, 2800 Harford Rd., Archt. and Contr.

Md., Hagerstown.—H. B. Warner; erect \$12,000 dwelling; 2½ stories; 30x40 ft.; Fred J. Mack, Archt., Negley Bldg.; W. H. Angle, Contr., Arcade Bldg.

Md., Hagerstown.—Irene Cross; erect \$15,000 double dwelling; 2½ stories; 35x46 ft.; A. J. Klinkhart, Archt., 54 W. Washington St.; Geo. B. McWolf, Contr., 6 Court St.

Md., Hagerstown.—J. J. Porter, Prest., Security Cement Co.; erect \$20,000 residence and garage; 2½ stories; 50x50 ft.; Fred J. Mack, Archt., Negley Bldg.; W. H. Angle, Contr., Arcade Bldg.

Miss., Clarksdale.—I. Oakum; erect residence; bungalow type; 7 rooms; H. L. Aldridge and Chas. L. Skinner, Contrs.

Miss., Yazoo.—Arthur L. Morris; erect \$16,000 residence; 60x60 ft.; 1 story; brick veneer; wood floors; moist-air heat; city lighting; Geo. Moore, Contr. (Lately noted.)

Mo., Kansas City.—W. M. Matthews; erect \$30,000 residence; 2 stories and basement; 36x54 ft.; brick; stone trim; Van Brunt & Hertz, Archts., 500 Reliance Bldg.; Long Construction Co., Contr., 600 Rialto Bldg.

N. C., Greensboro.—Proximity Mfg. Co.; erect 100 operatives' dwellings at White Oak Cotton Mills; 4 and 6 rooms each; hollow tile and stucco; electric lights, etc.; \$250,000; J. L. Crouse, Contr. (Previously noted.)

N. C., Winston-Salem.—A. Norwitz; erect 8 dwellings; contract let.

S. C., Charleston.—Jas. Sottile, Wagner Ter.; remodel residence; Benson & Barbot, Archts.; construction by owner; Southern Mosaic Tile Co., Atlanta, Ga., Contr.; Verde antique, black and cream marble steps and interior marble.

BUILDING CONTRACTS AWARDED

Bank and Office.

Ark., Corning.—Bank of Corning; erect building; A. P. Haussier, Archt., 3440 Park Ave., St. Louis; Gassman Construction Co., Contr., Charleston, Ill., taking sub-bids.

D. C., Washington.—Medical Society of District of Columbia; erect \$75,000 building, M St. and Connecticut Ave.; 2 stories; 50x110 ft.; brick and stone; Marsh & Peters, Archts., 520 13th St. N. W.; W. P. Lipscomb, Contr., Dist. Natl. Bank Bldg. (Lately noted.)

Ga., Commerce.—Bank of Commerce; erect \$12,000 building; 26x35 ft.; brick; metal roof and ceiling; tile and hardwood floors; hollow fireproof tile; interior tile; metal doors; vaults; ventilators; steel and sash trim; vault lights; steam heat, \$900; J. W. Barnette, Archt., Athens; Southern Mosaic Tile Co., Contr., 1409-10 Candler Bldg., Atlanta, tile floors; Jno. K. Davis, Contr., Athens. (Lately noted.)

La., New Orleans.—Hibernia Bank & Trust Co.; erect \$3,000,000 bank and office building; 100x200 ft.; 23 stories; steel frame; fireproof; composition roof; marble, tile and wood floors; Favrot & Livaudais, Archts., Title Guarantee Bldg.; Geo. A. Fuller Co., Contr.,

Liberty Bank Bldg., both New Orleans. (Contractor lately incorrectly noted at Dwight Bldg., Kansas City, Mo.)

La., Oak Grove.—First National Bank, L. L. Dever, Prest.; erect bank building; 2 stories; brick; contract let.

Tex., Dalhart.—T. L. Jacques; erect office building; steel and brick; steam heat; electric lights; R. F. Matthews, Contr.

W. Va., Hinton.—Bank of Summers; erect building; Richard M. Bates, Jr., Archt., Huntington, W. Va.; Southern Mosaic Tile Co., Atlanta, Ga., Contr.; Verde antique and Alabama cream interior marble.

Churches.

Fla., Jacksonville.—Church of Good Shepherd; erect \$90,000 parish-house; 2 stories; 56x136 ft.; brick, steel and stone; brick foundation; Long & Co., Contrs., 434 E. Bay St. (Lately noted.)

Ga., Athens.—Jno. K. Davis, Contr., to erect \$80,000 church building.

Md., Baltimore.—Howard Park M. E. Church; erect \$35,000 building; 40x57 ft.; 1 story and basement; stone; slate roof; wood

In writing to parties mentioned in this department, it will be of advantage to all concerned if the Manufacturers Record is mentioned.

Tex., Amarillo.—Henry Schafer, El Reno, Okla.; reported to erect \$16,000 residence; Chas. P. Nieder, Archt., Empress Theater Bldg., Oklahoma City; Fred. Bone Construction Co., Contr., Amarillo.

Tex., Fort Worth.—R. E. Hardwick; erect \$14,000 residence; lately noted; 1 story; 7 rooms; hollow tile and stucco; built-up composition roof; oil burning hot-air heat, \$1000; concrete and wood floors; J. F. Woener & Co., Archts., Dallas; Carb Building Co., Contr., 603 Wheat Bldg., Ft. Worth. (See Machinery Wanted—Oil-burning Equipment.)

Tex., Pleasanton.—P. A. Vance, San Antonio; erect dwellings in Oaklawn Addition; frame; wood floors; 4 and 6 rooms; T. N. Knight, Contr., San Antonio.

Tex., San Antonio.—Max Kroeger, Sr.; erect \$14,350 residence; Herbert S. Green, Archt.; W. C. Thraikill, Contr.

W. Va., Herndon.—Monticello Coal Co., F. M. Lee, Prest.; erect 50 miners' dwellings; Early Bros., Contrs., Mullens, W. Va.

W. Va., Huntington.—Morris Joselsin Liberty Furniture Co.; erect \$10,000 residence; 2 stories and basement; 8 rooms; Richard M. Bates, Jr., Archt.; Southern Improvement & Realty Co., Contr., both First Natl. Bank Bldg.

W. Va., Jaeger.—W. C. Sharkey, General Delivery, Contr. to erect dwelling.

Government and State.

Ga., Tifton.—Dwellings, etc.—Georgia Coastal Plain Experiment Station; erect 3 bungalows and barn for employees. (Lately noted.)

N. C., Raleigh.—Prison.—State Prison Board; expend \$15,000 to repair burned building; C. V. York, Contr.

Hospitals, Sanitariums, Etc.

Tex., Waxahachie.—Waxahachie Sanitarium; erect fireproof brick building; \$83,089; Wattling & Son, Contrs., Calvert, Tex.; Kinsinson Bros., Dallas, heating; Superior Electric Co., Dallas, wiring and electric work. (Previously noted.)

Hotels.

Va., Harrisonburg.—J. M. Kavanaugh; expend \$80,000 for alterations and addition to hotel; three stories; 108x32 ft.; brick; interior tile; metal roof; concrete and hardwood floors; metal ceilings and doors; hot-water heat, \$4000; electric lights, \$4000; passenger and freight elevators, \$3000 to \$4000; Chas. M. Robinson, Archt., Times-Dispatch Bldg., Richmond; W. M. Bucher & Son, Contra., Harrisonburg. (Lately noted.)

Schools.

Ala., Florence.—School Board; erect \$80,000 grammar school in North Florence; 10 rooms; auditorium to seat 550; brick; composition roof; wood floors; steam heat; electric lights; Geo. D. Waller, Archt., G. P. Norquist, Contr.

Miss., Saitillo.—Board of Education; erect 2-story brick school; A. E. Hindsman, Archt., Tupelo, Miss.; contract let.

N. C., Roanoke Rapids.—Board of Education; erect 3-story-and-basement Junior-Senior High School; 67x210 ft.; semi-fireproof; brick; limestone trim; slate and slag roof; wood floors; steam heat; electric lights; running track in basement; swimming pool 20x58 ft.; Robert B. Upjohn, Archt., 108 Banner Bldg., Greensboro, N. C.; Aaron G. Alexander, Mgr.; Southern Mosaic Tile Co., Atlanta, Ga., tile work, slate steps and stalls. (Other contracts previously noted.)

Okla., Marlow.—Board of Education; erect \$75,000 school; 2 stories; brick, steel and concrete; concrete foundation; hollow fireproof tile; metal roof and ceilings; concrete and hardwood floors; steam heat; Tonini & Bramblet, Archts., Terminal Bldg.; Oklahoma City Building Co., Contr., 908 E. 6th St., both Oklahoma City. (Lately noted.)

Tex., Fort Worth.—Southwestern Baptist Theological Seminary; erect \$150,000 brick and concrete dormitory; 3 stories; metal and plaster partitions; \$25,000 warehouse and office building; also power plant and administration building; Sanguinet & Staats, Archts.; Butcher, Sweeney & Friedman, Contrs. (Lately noted.)

Va., Crewe.—Winningham Dist. School Board; erect \$100,000 high school; 64x154 ft.; wing 57x90 ft.; 2 stories and basement; brick, concrete, steel and frame; Barrett's specification roof; wood floors; hot-blast system of heating; electric lights; G. R. Ragan, Archt., Terry Bldg., Roanoke, Va. Address Abbitt Bros., Contrs., Victoria, Va.

W. Va., Montgomery.—Kanawha Dist. Board of Education, J. P. Kincaid, Prest.; complete high school under construction; Carpenter, Major Bros. & Co., Montgomery, Contrs., at \$82,678, exclusive of heating; A. F. Wysong, Archt., Princeton, W. Va. (Lately noted.)

Stores.

Ark., Little Rock.—O. D. Tucker, Sr.; erect building to replace burned structure; 3 stories; brick and concrete; Wm. Peterson, Contr.

Ga., Atlanta.—G. F. Willis; erect store buildings, 359-61-63-65 Peachtree St.; 100x100 ft.; 1½ stories; brick; tar and gravel roof; tile floors; \$40,000; gas radiators, \$1500; city lights; Adair & Senter, Archts.-Contrs. (Lately noted.)

La., Lafayette.—Paul Krauss; erect 2-story pressed brick building; glass front; \$15,000 to \$16,000; J. A. Van Dyke, Contr.

S. C., Gaffney.—Carroll & Byers Co.; enlarge and improve store; tile floors; marble wainscoting; passenger and freight elevators; mezzanine floor; new fixtures; V. I. Spurgeon, Contr.

Tex., Sherman.—O. D. McReynolds; improve building; 150x150 ft.; brick and plate-glass fronts; Max Gibbs, Contr.; Sam Elliott, Archt., will supervise construction.

W. Va., Charleston.—O. J. Morrison Department Store Co.; erect \$280,000 building; 65x160 ft.; 6 stories; steel frame; hollow fireproof tile; ornamental terra-cotta; interior tile; Barber asphalt roof on concrete; hardwood floors; metal doors; wire glass; vaults; vault lights; elevators, \$13,000; H. L. Dean, Archt., Huntington; H. B. Agsten & Son, Contrs. (Lately noted.)

Theaters.

Okla., Oklahoma City.—Overholzer Theater Co., Jno. S. Inopolou, Prest.; expend \$60,000 to remodel theater; Kennerly & Stiegmeier, Archt., Benoit Bldg., St. Louis; Gross Construction Co., Contr., Oklahoma City. (Previously noted.)

W. Va., Beckley.—Middelburg & Hyman, Huntington; erect \$150,000 theater, store, office and apartment building; 142x43 ft.; 3 stories and basement; brick; tile and concrete; C. C. & E. A. Weber, Archts., Miller Bldg., Cincinnati, O.; J. O. Freeman, Contr., Beckley. (Lately noted.)

W. Va., Beckley.—Middleburg & Hyman, Logan, W. Va.; erect \$75,000 moving-picture theater and store building; 2 stories and basement; 50x142 ft.; brick; mill construction; C. C. & E. A. Weber, Archts., Miller Bldg., Cincinnati; Jack Freeman, Contr., Beckley. (Lately noted.)

Warehouses.

Md., Frederick.—Chas. A. Collins; alter and erect addition to warehouse; 2 stories; \$12,000; Hahn & Bedston, Contrs., 202 W. South St.

Mo., Kansas City.—Swope Estate, Scarritt Bldg.; erect \$750,000 warehouse and sales building; 12 stories and basement; Smith, Rea & Lovitt, Archts., Finance Bldg.; Collins Bros., Contrs., Rialto Bldg. (Lately noted.)

Tex., San Antonio.—Builders' Supply Co.; erect \$16,000 warehouse; frame and iron; 16,000 sq. ft. floor space; V. L. Rasmussen, Contr.

Va., Richmond.—Smith Courtney Co.; erect \$20,000 warehouse; 1 story; Carneal & Johnston, Archts., Chamber of Commerce Bldg.; Jas. Fox & Sons, Contrs., 25th and Franklin Sts.

MACHINERY, PROPOSALS AND SUPPLIES WANTED

Bank Fixtures.—L. R. Moore, Prest. Farmers' State Bank, Greensboro, N. C.—Prices on safe, vault, bank fixtures.

Bank Fixtures.—J. S. Morse, Prest. Citizens' Insurance & Trust Co., Abbeville, S. C.—Prices on safe, vault and fixtures.

Bank Fixtures.—J. David Nowlin, Hulbert, Okla.—Prices on safe, vault and fixtures for bank.

Bank Fixtures.—American Bank, D. A. G. Ouzts, Prest., Greenwood, S. C.—Bank fixtures, safe, vault, etc.

Blower.—Pennsylvania Equipment Co., 1420 Chestnut St., Philadelphia, Pa.—No. 6 Sturtevant blower; 600-ft. capacity.

Boiler.—Sanitary Laundry Co., S. W. Garritt, Mgr., Hartsville, S. C.—Low-pressure boiler for laundry.

Boiler.—Independent Redrying Tobacco Co., W. K. McIntosh, Prest., Kingstree, S. C. 100-H. P. boiler.

Boiler.—Pennsylvania Equipment Co., 1420 Chestnut St., Philadelphia, Pa.—400 H. P. vertical water-tube boiler; second-hand.

Boiler.—Forsyth Mfg. Co., R. A. Sprauh, Gen. Mgr., Winston-Salem, N. C.—150 H. P. return-tubular high-pressure steam boiler; 150 lbs. pressure; second-hand.

Boilers.—J. S. Bubbar & Sons, Amritsar, India.—To represent mfrs. of boilers.

Boiler.—Sumter Stemmer Co., G. A. Lemmons, Secy.-Treas., Sumter, S. C.—Steam boiler, 120 H. P.

Boilers.—Kanawha-Elkhorn Collieries, 217 Elliott Sq., Buffalo, N. Y., R. C. Simpson, Gent. Supt., Praise, Ky.—Two 200 H. P. boilers with stacks.

Boiler Tubes, etc.—Easton Machinery Co., Drake Bldg., Easton, Pa.—Quantity 4-in. boiler tubes, scrap pipe; second-hand.

Brick.—See Building Material.

Bridges.—A. J. O'Neill Co., 522 Weightman Bldg., Philadelphia, Pa.—Two second-hand bridges; 40 to 50 and 50 to 60-ft. spans.

Bridge Construction.—Pulaski County Commr. Roads and Revenues, Morgan Thompson, Hawkinsville, Ga.—Bids until April 22; concrete approaches and 210-ft. steel draw span over Ocmulgee River; 41,400 lbs. reinforcing steel; 3142 cu. yds. concrete; 4908 sq. yds. rock asphalt paving; 1754 lin. ft. concrete curbing; plans, etc., with State Highway Engr., Atlanta, Ga., and Garrett & Slack, Engrs., Bell Bldg., Montgomery, Ala.

Bridge Construction.—Chief Engr. Central Texas Electric Railway Co., 2003 Amicable

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Bldg., Waco, Tex.—Bids until April 8; bridges; surfacing; grading and track-laying; plans, etc., on file.

Bridge Construction.—Smith County Commissioners, Tyler, Tex.—Bids until April 14; bridges and culverts; 24.6 mi. gravel road; D. K. Caldwell, Highway Engr.

Bottling Supplies.—O. A. Miller's Chemical Co., E. S. Matheson, Secy., Parsons, W. Va.—Carload lots of bottles; 1, 2, 6, 14-oz. round flint, clear and amber; corks; labels; cartons.

Broom Machinery.—Williamsburg Power Co., J. T. Blacknall, Mgr., Williamsburg, Va.—Names and addresses mfrs. broom mchy.

Building Equipment.—Carolina Creamery Co., Curtis Bynum, Prest., Asheville, N. C.—Building supplies and similar equipment; for 5-story fireproof building.

Cars.—Hazard-Blue Grass Coal Corp., S. R. Jennings, Prest., Johnson City, Tenn.—Prices on mine cars.

Building Material.—Chas. D. Briddell, Crisfield, Md.—Correspondence with mfrs. of pressed brick; also firms supplying stone and granite.

Building Materials.—E. T. Smith Hardware & Furniture Co., T. B. King, Prest., Arcadia, Fla.—Brick, cement, elevator, iron for reinforced concrete, garage door and sash; for 2-story 50x150-ft. garage.

Cars.—George M. Norwood Brick Co., Goldsboro, N. C.—New or second-hand single-deck dryer cars; 24-in. gauge, standard dimensions; lots of 250 and 500; delivery Lillington, N. C.; wire price and condition.

Cement.—L. L. Cochran, Box 1, R. No. 2, Concord, N. C.—Prices on cement for 30x60-ft. building.

Cement Kilns.—Pennsylvania Equipment Co., 1420 Chestnut St., Philadelphia, Pa.—Two 80x7-ft. cement kilns.

Cement Block Machinery.—Burke, Owen & Davidson, Gibsonville, N. C.—Names and addresses mfrs. cement block mchy.

Chemicals.—O. A. Miller's Chemical Co., E. S. Matheson, Secy., Parsons, W. Va.—Chemicals for plant of 1000 doz. bottles daily capacity pyorrhea remedy.

Cigarette Machinery.—Victor Mfg. Co., Drawer B, Mebane, N. C.—Names and addresses mfrs. cigarette mchy.

Concrete Block Machinery.—Gillbreath Bros., Guntersville, Ala.—Correspondence from manufacturers of concrete block machinery.

Construction Materials.—Lawrence Engineering & Construction Co., 302 National Bank Bldg., Greenville, N. C.—Catalogues and prices on construction materials.

Copper Sheets and Tubing.—Texas Tinners' Supply Co., 711 Bremond St., Houston, Tex.—Prices on copper sheets and 3/4-in. tubing.

Cotton Spindles.—J. S. Bubbar & Sons, Amritsar, India.—To represent mfrs. of mule spindles.

Crane.—Hodgson Machinery Co., 827 Holston National Bank Bldg., Knoxville, Tenn.—Traveling crane; 10 to 15 tons capacity; 40-ft. span; A. C. or D. C.; ground control type preferred.

Ditcher.—National Products Co., East Liverpool, O.—No. 4-A Buckeye ditcher; to cut trench 24 in. wide by 6 1/2 ft. deep.

Drykiln.—Virginia Furniture Co., Martinsville, Va.—Drykiln for hardwood lumber.

Electric-light Construction.—City of Tonkawa, Okla.—Bids until April 8; extend electric lights; construct white way in business district; plans, etc., from Johnson & Ben-

ham, Consult. Engrs., Firestone Bldg., Kansas City, Mo.

Electric-light Equipment.—Town of Winter Garden, Fla., S. Carmack, Mayor.—Bids until April 23; install electric-lighting plant; pumps, air lift, fuel oil engines, generators, exciters, switchboard, oil tank, air tanks, connections, etc.; plans, etc., from Wilbur A. Ginn, Engr.

Electrical Equipment.—Mountain Eagle Collieries Co., 207 Charleston National Bank Bldg., Charleston, W. Va.—Prices on electric power plant.

Electrical Equipment.—General Machinery & Supply Co., S. A., Tampico, Mexico.—To represent mfrs. of and dealers in electrical equipment.

Electrical Machinery.—Town Clerk, Pablo Beach, Fla.—100 K. W. power plant, including 100 to 125 H. P. oil engine, generator, switchboard, etc.

Electrical Machinery.—Florida Fish & Produce Co., W. H. Adams, Mgr., foot of Ocean St., Jacksonville, Fla.—45 or 50 K. W. 60-cycle 2300-volt generator and exciter, belt type; 100 K. W. generator, same type and exciter; switchboards and instruments.

Electrical Machinery.—Elton Warner, 150 Cumberland Ave., Asheville, N. C.—Small water-wheel and electric motor for sewing-machine power.

Elevator.—Sumter Stemmerly Co., G. A. Lemmons, Secy.-Treas., Sumter, S. C.—Electric freight elevator.

Elevators.—Treasury Dept., Jas. A. Wetmore, Act. Supervising Archt., Washington, D. C.—Opens bids April 15 to install electric freight elevator in postoffice and courthouse, Birmingham, Ala.; copies of plans and specifications from office Mr. Wetmore.

Elevator, etc.—Panama Canal, A. L. Flint, Purchasing Officer, Washington, D. C.—Bids until April 20 to furnish: Elevator; dumb-waiter; bending rolls; die stock; flue cutters; key-seating machine; iron folding machine; cornice brake; metal-cutting band-saw; squaring sheets; drilling machine table; staybolt iron; steel, steel cable and rope; wire; steel and copper tubing; blueprint paper, etc. Blank forms and information (Circular 1358) on application to offices of: Panama Canal; Asst. Purchasing Agts. at 24 State St., New York; 606 Common St., New Orleans; Fort Mason, San Francisco; United States Engr. offices throughout country.

Engine.—Independent Redrying Tobacco Co., W. K. McIntosh, Prest., Kingstree, S. C. 30 H. P. steam engine.

Engines.—City of Collinsville, Okla., H. W. Gilliland, Business Mgr.—Diesel or semi-Diesel engines.

Engines.—J. S. Bubbar & Sons, Amritsar, India.—To represent mfrs. of engines.

File Machines.—Tateish Trading Co., Sajiro Tateish, Gen. Mgr., 7 Minami-Daikucho, Klobashiku, Tokio, Japan.—To represent mfrs. of file machines.

Filters.—Perfection Enameling & Plating Works, W. E. Patch, Prest., 4528 Page Ave., St. Louis, Mo.—Enamel filters.

Generators.—City of Collinsville, Okla., H. W. Gilliland, Business Mgr.—Electric generators.

Generator.—John M. Greene, Drexel Bldg., Philadelphia, Pa.—40 or 50 K. W. and 75 K. W. D. C. generator, 250 volts, direct connected to center-crank engine; particulars and price first letter.

Generators.—Kanawha-Elkhorn Collieries, 217 Ellicott Sq., Buffalo, N. Y., R. C. Simpson, Gen. Supt., Praise, Ky.—2 units electrical power equipment, consisting each of

150 K. W. D. C. generators, direct connected; two 200 H. P. boilers.

Generator.—Piedmont Electric Co., Electrical Bldg., Asheville, N. C.—250-300 K. V. A. A. C. generator; belted revolving field type, 3-phase, 60-cycle, 440 volts; with exciter and switchboard.

Glass, etc.—J. B. Alsbrook, Greeleyville, S. C.—6 ribbed skylight glass, 48x48 in.; 12 metal skylight solid frames galvanized for the glass; 3/4-in. thick 4 to 8 pieces plate-glass, 70x90 in.; 30 to 60 ft. 4x4 prism glass set in frame.

Girders.—Pennsylvania Equipment Co., 1420 Chestnut St., Philadelphia, Pa.—Four 6-in. I-beam girders; 20 to 25 ft. long.

Granite.—See Building Material.

Heating Plant.—H. D. Morton, Mountain Home, Ark.—Steam-heating plant for 98x30-ft. dormitory and 34x36-ft. building; both structures 3 stories.

Heating Plant.—L. L. Cochran, Box 1, R. No. 2, Concord, N. C.—Heating plant for drying paint on automobiles.

Hosiery, etc.—Simon George, care E. O. Idowu & Co., Kano, N. Nigeria, Africa.—To represent mfrs. of: Hosiery; shirts; garters; belts; neckties; underwear; shoe polish; watches; etc.

Limestone Rock.—Town, W. J. Horsley, Mayor, Big Stone Gap, Va.—10,000 yds. limestone rock.

Locomotive.—Monkton Roller Mills, Otis E. McCoy, Prest., Mt. Washington, Md.—Standard-gauge M. C. B. standard gasoline locomotive.

Locomotive.—R. P. Johnson, Wytheville, Va.—Dealer's price on second-hand 10 to 15-ton saddle-tank locomotive, 44-in. gauge; good condition; ready for prompt shipment.

Locomotives.—John G. Duncan Co., Central and Jackson Sts., Knoxville, Tenn.—Specifications and prices to dealers on rebuilt dinky locomotives or good second-hand ones for road or rock work; immediate shipment.

Motor.—V. A. Zehr, Pekin, Ill.—Price and delivery on 100 or 150 H. P. 440-volt 60-cycle 3-phase 575 R. P. M. squirrel-cage induction motor.

Motor.—Chesnee Fertilizer Co., J. F. Ezell, Secy., Chesnee, S. C.—Electrical motor for 3000 to 5000-ton capacity fertilizer plant.

Motor.—Independent Redrying Tobacco Co., W. K. McIntosh, Prest., Kingstree, S. C. 25 H. P. electric motor.

Motor.—Pennsylvania Equipment Co., 1420 Chestnut St., Philadelphia, Pa.—20 H. P. A. C. 200-volt 60-cycle 3-phase 1200 R. P. M. motor.

Motors.—Electric Machinery Equipment Co., John Nangle, 714 W. Van Buren St., Chicago, Ill.—25 H. P. and 50 H. P. motors, each 220-volt, 60-cycle, 3-phase, slip ring; complete with rails, pulleys and starters.

Oil-burning Equipment.—R. E. Hardwick, Box 1357, Fort Worth, Tex.—Prices on oil-burning equipment for installation in furnace.

Oil Machinery.—L. S. Covin, Columbia, S. C.—Peanut oil mchy.

Partitions.—Monkton Roller Mills, Otis E. McCoy, Prest., Mt. Washington, Md.—Office partitions.

Paving.—City, B. E. Butler, Clerk, McComb City, Miss.—Bids until April 20; 2000 sq. ft. sidewalks; concrete.

Paving.—City, W. P. Hunter, Mgr., Roanoke, Va.—Bids until April 10; 55,300 sq. yds. paving; reinforced concrete; brick and granite block on concrete base; hillside brick and granite block, etc.; 25,900 lin. ft. curb-

In writing to parties mentioned in this department, it will be of advantage to all concerned if the Manufacturers Record is mentioned.

ing; 10,900 lin. ft. curbing; plans, etc., with City Engr.

Paving.—City, D. H. Hamrick, Clerk, Clarksburg, W. Va.—Bids until April 15; changed date from Mch. 25; 32,000 sq. yds. vitrified brick pavement; 26,000 sq. yds. sheet asphalt or asphaltic concrete paving, all on concrete base; 35,000 ft. concrete curbing; 5 mi. vitrified and concrete pipe sewers; plans, etc., with Charles F. Mebus, Conslt. Engr., Clarksburg, and 907 Land Title Bldg., Philadelphia, Pa.

Paving.—City, V. B. Blankenship, Mayor, Rock Hill, S. C.—Bids until April 22; 130,000 sq. yds. asphalt or other pavement; 90,000 lin. ft. curb and gutter; 25,000 sq. yds. sidewalk; 40,000 cu. yds. grading; storm-water drains; water mains, etc.; plans, etc., with City Mgr. and Gilbert C. White, Engr., Durham, N. C.

Paving.—City, Gadsden, Ala.—Bids until April 5; 51,035 sq. yds. paving; asphaltic concrete on concrete base; brick track on concrete base; brick on concrete base; 3300 sq. yds. sidewalk; 16,200 lin. ft. concrete curb and gutter; 3062 lin. ft. granite curb; sewers, etc.; Ernest Smith, City Engr.

Paving.—City Comms., John M. Wilson, Clerk, Charlotte, N. C.—Bids until April 10; 3730 sq. yds. paving; sheet asphalt, bituminous macadam, vitrified brick and one-course plain cement concrete; plans, etc., with M. C. Hutchins, City Engr.

Paving.—City of Alexandria, La.—Bids until May 3; 14,180 sq. yds. vertical fiber brick pavement on 5-in. concrete base; W. H. Sylvester, City Engr.

Paving.—Gwinnett County Comms., J. H. Britt, Clerk, Lawrenceville, Ga.—Bids until April 16; 1 mi. pavement on Lawrenceville-Buford road; Georgia State-aid Project S-9 on route No. 13; 10,560 sq. yds.; bituminous macadam on clay-bound crushed stone, slag or gravel, plain concrete, rock asphalt on crushed stone, slag or gravel base with clay binder; plans, etc., on file at Lawrenceville, with State Highway Engr., 700 Walton Bldg., Atlanta, and J. W. Hawkins, Div. Engr., 703 Flatiron Bldg., Atlanta.

Paving Materials.—Board of Awards, Baltimore, Md.—Bids until April 7; furnish and deliver bituminous materials; specifications, etc., with George F. Wiegardt, Highways Engr., City Hall.

Press.—Sumter Stemmer Co., G. A. Lemmons, Secy.-Treas., Sumter, S. C.—Hydraulic press.

Printing Presses.—Standard Guano Co., Geo. A. Whiting, Prest., Continental Bldg., Baltimore, Md.—Names and addresses of mfrs. presses to print on burlap bags.

Pumps.—City of Collinsville, Okla., H. W. Gilliland, Business Mgr.—Deep-water well electric motor-driven pumps.

Railway Construction.—Chief Engr. Central Texas Electric Railway Co., 2003 Amicable Bldg., Waco, Tex.—Bids until April 8; grading; surfacing; bridges; track-laying; plans, etc., on file.

Road Construction.—North Carolina State Highway Comsn. Div. Office, Greensboro, N. C.—Bids until April 5; 4.47 mi. road in Davidson County; Federal-aid Project No. 26; 124,182 sq. yds. plain cement, reinforced concrete and natural rock asphalt pavement; 44,616 sq. yds. broken base course; plans, etc., on file with State Highway Comsn., W. S. Fallis, Engr., Raleigh, N. C.

Road Construction.—Smith County Commissioners, Tyler, Tex.—Bids until April 14; 24.6 mi. gravel road; bridges and culverts; D. K. Caldwell, Highway Engr.

Road Construction.—Bee County Comms., T. M. Cox, Judge, Beeville, Tex.—Bids until April 23; grade, gravel, build bridges and

surface with bituminous topping 22 mi. State Highway No. 9; plans, etc., on file at Beeville and with State Highway Dept., Austin, Tex.

Road Construction.—Sunflower County Road Comms., Supvrs.' Dist. No. 1, R. L. Anderson, Commr., Indianola, Miss.—Bids until April 5; 25 mi. gravel road; 100,000 tons gravel, slag, chert, crushed stone, etc.; 4600 ft. 15 to 36-in. pipe; plans, etc., with Clerk and John M. Harbert Engineering Co., Engr.

Road Construction.—Wayne County Commissioners, Frank A. Fry, Clerk, Wayne, W. Va.—Bids until April 8; 3.7 mi. Wayne-Kenova Class A road; earth; Project G-7; plans, etc., with Howard A. Levering, County Road Engr., Wayne; Div. Engr., Huntington, W. Va., and State Roads Comsn., Charleston, W. Va.

Road Construction.—Polk County, E. T. Murphy, Judge, Livingston, Tex.—Bids until April 5; 22.04 mi. road from Livingston to Corrigan on State Highway No. 35; 194,216 sq. yds. bituminous surface treatment; 48,555 cu. yds. crushed rock for base; plans, etc., with County Engr., Livingston, and State Highway Dept., Capitol Bldg., Austin, Tex.

Road Construction.—Buchanan County Comms., St. Joseph, Mo.—Invite new bids; 10.71 mi. State road, Project No. 14; concrete, asphaltic concrete or vitrified brick pavement; grading and culverts; J. D. Mohler, Highway Engr.

Road Construction.—Polk County, E. T. Murphy, County Judge, Livingston, Tex.—22.04 mi. road from Livingston to Corrigan on State Highway No. 35; 194,216 sq. yds. bituminous surface; 58,655.6 cu. yds. excavation; 87,550.2 cu. yds. earth borrow; 48,555 cu. yds. crushed rock; plans, etc., with County Engr., Livingston, and State Highway Dept., Capitol Bldg., Austin, Tex.

Road Construction.—Conway-Damascus Road Improvement Dist., Faulkner County, W. D. Cole, Jr., Commr., Conway, Ark.—Bids until April 2; road; 39,900 cu. yds. crushed stone; 208,900 cu. yds. asphaltic binder; 2240 lin. ft. wood pile bridges; 162,000 cu. yds. grading; plans, etc., with State Highway Dept., Little Rock, Ark., and Parkes Engineering Co., Engr., Pine Bluff, Ark.

Road Construction.—H. G. Hill, Barrow County Ordinary, Winder, Ga.—Bids until April 12; 6.842 mi. road between Jackson County line and Walton County line; 17,756.4 cu. yds. topsoil; 29,281.1 cu. yds. excavation; 1762.5 lin. ft. 15 to 18-in. pipe; 4118 lbs. reinforcing steel; plans, etc., on file at Winder, with State Highway Engr., Walton Bldg., Atlanta, Ga., and T. P. Wright, Project Engr., 406 Walton Bldg., Atlanta, Ga.

Road Construction.—Tennessee Department Highways, Nashville, Tenn.—Bids until April 2; 5.15 mi. State Highway No. 12 between Hatchie River and Covington, in Tipton County; 48,366 sq. yds. bituminous macadam surface course; 48,366 sq. yds. broken stone or gravel base course; 20-ft. span bridge; plans, etc., on file at Nashville and with E. D. Cruise, Dist. Engr., Memphis, Tenn.

Road Construction.—Little Rock-Pulaski Road Improvement Dist. No. 10, Little Rock, Ark.—Bids until April 26; 59 mi. road; sheet asphalt, Warrenite, asphaltic concrete or Portland cement concrete; foundation course rolled macadam or Portland cement concrete; bridges with concrete floors; roadway 19 ft. wide; Lund & Hill, Engrs., 527 Southern Trust Bldg.

Road Construction.—Kent County Commissioners, John Medders, Clerk, Chestertown, Md.—Bids until Mch. 30; resurface 1.55 mi. road; specifications, etc., on file.

Road Machinery.—Allen Engineering Co., 14-16 N. 55th St., Philadelphia, Pa.—Two Keystone graders; No. 3.

Road Roller.—A. J. O'Neill Co., 522 Weightman Bldg., Philadelphia, Pa.—8-ton tandem steam road roller.

Rubber.—August A. Klann, Basic, Va.—Raw hard rubber and substitutes.

Safe.—See Bank Fixtures.

Safe.—People's Bank, E. C. Davis, Prest., Lake Worth, Fla.—Prices on manganese safe.

Sawmill.—M. M. Bright, Box 222, Fayetteville, Tenn.—New or second-hand sawmill for small logs; portable preferred.

Sewer Construction.—City of Cape Girardeau, Mo., A. P. Behrens, Clerk.—Bids until April 26; construct sanitary and storm sewers; plans on file.

Sewer Construction.—City of Gadsden, Ala.—Bids until April 5; lay 3600 lin. ft. 4-in. sewer laterals; construct 4050 lin. ft. 12 to 30-in. storm sewers; plans, etc., from Ernest Smith, City Engr.

Sewer Construction.—City of Clarksburg, W. Va., J. U. Craddock, Mayor.—Bids until April 15; construct 5 mi. 6 to 42-in. vitrified and concrete pipe sewers; 70 manholes; 100 storm-water inlets; plans, etc., from Chas. F. Mebus, Conslt. Engr., 907 Land Title Bldg., Philadelphia, Pa. (Supersedes recent item.)

Sewer Construction.—City of Goldsboro, N. C.—Bids until April 8; construct 2 mi. 18 to 36-in. diam. storm sewers; plans, etc., from J. L. Ludlow, Conslt. Engr., Winston-Salem, N. C.

Sewer Construction.—City of Rock Hill, S. C., V. B. Blankenship, Mayor.—Bids until April 22; construct 8 mi. sanitary sewers; plans, etc., from Gilbert C. White, Engr., Durham, N. C.

Sewer Construction.—Town of Cherryville, N. C., J. B. Houser, Mayor.—Bids until April 8; construct sewer system; 36,750 lin. ft. 6 to 8-in. vitrified pipe sewers; three 19,000-gal. concrete disposal plants; plans, etc., from Carolina Engineering Co., Engr., 412 Southern Bldg., Wilmington, N. C.

Scales.—Sumter Stemmer Co., G. A. Lemmons, Secy.-Treas., Sumter, S. C.—2 sets scales.

Shingles (Asphalt).—J. B. Alsbrook, Greeleyville, S. C.—30 to 40 squares asphalt shingles.

Shoes.—Simon George, care E. O. Idowu & Co., Kano, N. Nigeria, Africa.—To represent mfrs. of: Men's and women's dress shoes, sizes 4 to 10; Walk-Over preferred.

Shovel.—Pennsylvania Equipment Co., 1420 Chestnut St., Philadelphia, Pa.—45-ton caterpillar traction steam shovel; $\frac{3}{4}$ to $1\frac{1}{2}$ -yd. dipper.

Shovel.—Easton Machinery Co., Drake Bldg., Easton, Pa.—Second-hand traction shovel.

Shoe-repair Machinery.—H. W. Blanks, Columbia, La.—Shoe-repair mchy.; new and second-hand.

Steel Concrete Forms.—P. E. McCurdy, Secy.-Treas., General Concrete Construction Co., Charlotte, N. C.—Prices on steel concrete forms for bungalows.

Steel, etc.—Panama Canal, A. L. Flint, Gen. Purchasing Officer, Washington, D. C.—Bids until April 9 to furnish: Steel; iron or steel pipe; poultry netting; bronze cable; bronze and copper wire; nails; spikes; valves; track chisels; receptacle caps; soldering irons; cable terminals; wooden ladders; glass; tackle blocks; car-washer brushes; leather belting; manila rope; flags; tire valve plungers; valve-grinding compound; stove cement; binder posts; money-wrapping paper; ready roofing; asphalt

shingles; copper paint, etc. Blank forms and information (Circular 1357) on application to offices of: Panama Canal; Asst. Purchasing Agents at 24 State St., New York; 606 Common St., New Orleans; Fort Mason, San Francisco; United States Engr. offices throughout country.

Textiles.—Poblet & Mundet, S. on C., 148 Habana St., Box 865, Havana, Cuba.—To represent mfrs. and exporters of: Sheetting and pillow casing; cotton and mercerized hosiery; light and medium-weight balbriggan underwear.

Tanks.—Wehaw Turpentine Co., W. L. Gilles, Mgr., Jacksonville, Fla.—8000 to 10,000-gal. storage steel tank for spirits turpentine.

Tanks.—Carter's Production Works, Oliver Carter, Mgr., 210 S. Water St., Wilmington, N. C.—Two 10,000 to 15,000-gal. storage tanks for crude oil.

Tank and Tower.—Monkton Roller Mills, Otis E. McCoy, Prest., Mt. Washington, Md.—50,000-gal. capacity new water tank and 100-ft. tower.

Textiles, etc.—Simon George, care E. O. Idowu & Co., Kano, N. Nigeria, Africa.—To represent mfrs. of: Fancy yarns; Berlin wool; silk thread; sewing machine cotton; white drills; khaki; Florida water and other perfume; double-blade carpenter's file, etc.

Tin Sheets.—Texas Tanners Supply Co., 711 Bremond St., Houston, Tex.—Prices on galvanized flat tin sheets; 100 tons per month; quick delivery.

Tractor.—J. C. Flora, Macon, Miss.—Tractor.

Tractors (Gas).—Falls County Comms., John Sutherland, County Auditor, Marlin, Tex.—Bids until April 12; 2 gas tractors for road work and power for operation of 12-ft. graders; delivered at Rosebud or Lott, Texas.

Truck.—Easton Machinery Co., Drake Bldg., Easton, Pa.—Second-hand 3-ton dump truck.

Tubing.—Joseph Stolz & Son, 841 E. 136th St., New York.—300 ft. cold-drawn seamless steel tubing; 5-in. inside diam.; 0.258-in. thickness of wall.

Vault.—See Bank Fixtures.

Water-wheel.—John G. Duncan Co., Cor. Central and Jackson Sts., Knoxville, Tenn.—Second-hand steel over-shot water-wheel; any size; dealers' prices.

Water-wheel.—See Electrical Machinery.

Water-works Construction.—City of Rock Hill, S. C., V. B. Blankenship, Mayor.—Bids until April 22; lay 8 mi. C. I. water mains; plans, etc., from Gilbert C. White, Engr., Durham, N. C.

Water-works.—Town of Winter Garden, Fla., S. C. Carmack, Mayor.—Bids until April 23; construct water-works, pumping station; lay mains; water tower, C. I. wood stave and galvanized iron pipe, connections, hydrants, valves, specials, meters; plans, etc., from Wilbur A. Ginn, Engr.

Water-works Construction.—City of Tonkawa, Okla.—Bids until April 8; extend water-works; take up, relay and extend force main; install infiltration well and underground galleries; pumping mch.; plans, etc., from Johnson & Benham, Const. Engrs., Firestone Bldg., Kansas City, Mo.

Weatherboard (Tin).—L. L. Cochran, Box 1, R. No. 2, Concord, N. C.—Prices on tin weatherboard for 30x60-ft. building.

Weights (Sash).—Guilford Lumber Mfg. Co., Wm. B. Mendenhall, Secy., 524 Ashe St., Greensboro, N. C.—Prices on carload lots or less sash weights, f. o. b. Greensboro.

Well-drilling Machinery.—General Machinery & Supply Co., S. A., Tampico, Mexico.—

To represent mfrs. of and dealers in artesian well-drilling mch.

Wheel Rims.—Oaks Mfg. Co., M. W. Nelson, Secy., Rocky Point, N. C.—4 pieces of wagon-wheel rim; 1½-in. wide, 1½-in. deep, for 33 or 34-in. wheels.

Wireworking Machinery.—G. C. Trice, Fayetteville Supply Co., Gillespie St., Fayetteville, N. C.—Machine to handle screen wire; built for special purpose.

Railroad Construction

Railways.

Ark., Warren.—Warren & Saline River R. R. Co. is chartered to build a line 24 mi. long from a point 4 mi. north of Warren southward to Hermitage, Ark., on the Rock Island lines. Capital \$50,000. Directors, P. W. Fullerton, Joe L. Reaves and D. A. Bradshaw.

Md., Hagerstown.—Hagerstown & Frederick Ry. Co. proposes to build 1½ mi. track to connect with Baltimore & Ohio R. R. M. A. Pooler is Gen. Mgr.

Miss., Meridian.—Improvement work reported planned by the Meridian & Memphis R. R. is stated to be simply repairs, which are now in progress. There is no new work.

Mo., Springfield.—St. Louis-San Francisco R. R. proposes to build 15 mi. of second track, viz.: Pacific to Eureka, Mo., 7 mi., estimated cost, \$435,000; Lebanon and Sleeper, Mo., 8 mi., estimated cost, \$225,000. Other second track construction is under consideration. F. G. Jonah, St. Louis, Mo., is Ch. Engr.

N. C., Clinton.—Promotion of plans for the construction of a railroad from Raleigh via Clinton to Wilmington, N. C., about 110 mi., is proposed by business men of Clinton and vicinity. C. C. Cashwell, representing the North Carolina Land Owners' Assn., is reported actively interested.

Okla., Chattanooga.—Rock Island Lines have completed 11 mi. of track on 15 mi. extension from Chattanooga to Grandfield, Okla., to reach Burkburnett oil fields in Texas.

Okla., Tulsa.—Construction of a belt-line railroad 5 mi. long is proposed by local interests. Address Chamber of Commerce.

Tex., Waco.—Central Texas Electric Railway Co. is asking for bids to build about 11 mi. of line between Waco and Rosenthal, Tex. P. A. McCarthy is Ch. Engr. at 2003-9 Amicable Bldg.

Va., Fredericksburg.—Northern Neck Railway & Power Co., which recently applied for charter with capital stock minimum \$200,000; maximum \$5,000,000, plans to build electric railway 100 mi. long from Fredericksburg to a point in Lancaster County, Va., about 100 mi., through King George, Westmoreland, Richmond, Northumberland and Lancaster Counties. Route generally level. Willis H. Fowle, Citizens' Bank Bldg., Norfolk, Va., is Prest.; G. D. Happer, V.-P.; M. Glennon, Secy.; both of Norfolk. Harvey Stanley is Ch. Engr. Others interested as incorporators besides Messrs. Fowle, Happer and Glennon are A. R. Wescott, L. Lewis Smith and Oscar Wergley of Norfolk, and F. J. Megow of Portsmouth, Va.

W. Va., Logan.—Double-tracking of more than half of the Logan Division, which is about 90 mi. long, is reported planned by the Chesapeake & Ohio Rwy. F. I. Cabell, Richmond, Va., is Ch. Engr.

W. Va., Nitro.—G. K. Nesbitt and W. J. Priestly of Charleston, W. Va., and Edward Frazier of Hanging Rock, O., are reported interested in plan to build a railroad from Nitro up Armor Creek to iron-ore deposit near Sissonville, W. Va. Survey by Carlton P. Peyton of Charleston, W. Va.

W. Va., Rainelle.—Boxley Bros. Company of Huntington, W. Va., are reported to have contract to build about 12 mi. line for the Greenbrier & Eastern Ry. from near Rainelle up Meadow Creek to property of the Gauley Coal Land Co., of which John P. Lang of Lewisburg, W. Va., is Prest. W. E. Deegans of Huntington; W. G. Creighton, W. S. Wood and J. Wade Bell of Charleston, W. Va., also reported interested as coal operators.

INDUSTRIAL NEWS OF INTEREST

Items of news about industrial, railroad or financial interests, building operations, construction work, municipal improvements, or the sale of machinery or the letting of contracts in the South or Southwest, are invited from our readers whether they are advertisers or subscribers or not. We invite information of this character from readers in the North and West about their Southern business operations, as well as from Southern readers. News of value will be published just as readily when from non-advertisers as from advertisers.

To Make Automobiles as Well as Trucks.

The Patriot Motors Co. of Lincoln, Neb., capitalization \$10,000,000, was recently incorporated, springing out of the old Hebb Motors Co., which had a capital of \$2,500,000. These changes mean a big expansion program, including three or more new buildings on the company's 17½-acre tract in Havelock, and branching out into the production of pleasure cars. It is stated that from 2000 to 3000 people will be employed by the company before the close of this year. The incorporators are A. G. Hebb, E. C. Hammond, L. A. Winship, K. W. Gillispie and A. H. Armstrong, who were the officers and directors of the Hebb Motors Co. It is also said that the corporation now has \$8,000,000 worth of orders on the books, and under the new arrangement it is planned to do at least \$16,000,000 worth more of truck business this year. The company contemplates the erection of a handsome office building two stories high within the next year. It will contain a gymnasium, kitchen and dining-room for employees, besides other conveniences. The first building to be completed will be a woodworking factory one story high and 400x100 feet. New machinery will be installed and 150 men will be employed in this

plant. It will be the first of several buildings of this size. A foundry and machine shop will then be built, and a body factory will probably be the next structure to go up. The manufacture of passenger automobiles is expected to begin either late this year or early in 1921, and this will mean a duplication of the present main building at an estimated cost of \$700,000. By midsummer it is proposed to increase the production of trucks from 12 up to 25 per day. More than 500 people are now employed. The company has contracts covering the sale of trucks in every State west of the Mississippi River and in all of the Southeastern States, and it is planned to develop business in the Eastern and Northeastern States. There are also its representatives in Canada, Mexico and almost every country of South America. It is also doing business in England.

Prize for Title.

In another column the Chas. A. Schieren Company, 30 to 38 Ferry St., New York city, is offering a prize for the best title to the illustration there represented. Particulars will be found in the formal announcement.

(Continued on page 206.)

In writing to parties mentioned in this department, it will be of advantage to all concerned if the Manufacturers Record is mentioned.

REPORT OF
S. DAVIES WARFIELD, President
TO
The Committees of the
National Association of Owners of Railroad Securities
IN RESPECT TO THE LEGISLATION INCIDENT TO THE
RETURN AND REGULATION OF THE RAILROADS
Transportation Act of 1920

NATIONAL ASSOCIATION OF OWNERS OF
RAILROAD SECURITIES

Headquarters: BALTIMORE, MD.

March 15, 1920.

To the Members:

Your attention is asked to the Report submitted at the meeting of the Committees of this Association held on Friday, March 12th. Upon the reading of this report the following minute was unanimously adopted, viz.:

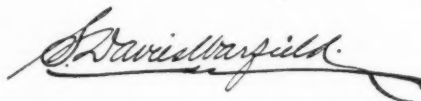
The report submitted by the President of this Association, comprehensively presenting the past and present problems of the railroads, points out that ill-advised action in the administration of the Transportation Act of 1920, recently passed by Congress, would not rest alone on the owners of railroad securities, but would be reflected in every business and financial enterprise. The Report contains recommendations for securing co-operation between various interests directly affected, which should materially aid the Interstate Commerce Commission in the successful administration of the Transportation Act; therefore,

Be It Resolved, That the officers and Executive Committee of this Association be, and they are hereby authorized to put into effect as early as practicable the recommendations contained in the report of the President of this Association, dated March 11, 1920;

Be It Further Resolved, That the President and Counsel of this Association be, and they are hereby authorized to arrange for the Association to be represented before the Interstate Commerce Commission at the hearing to be held on March 22, 1920, in reference to the valuation of the railroad properties, their grouping for rate-making, and other matters pertaining to the Transportation Act of 1920.

I am instructed to express due appreciation of the co-operation you have given in the past, the continuation of which is now requested to secure the realization of the benefits of the work which has thus far been accomplished by the Association.

Very truly yours,



President.

NATIONAL ASSOCIATION OF OWNERS OF RAILROAD SECURITIES

Headquarters: BALTIMORE, MD.

TO THE COMMITTEES OF THE ASSOCIATION:

At a meeting of the Executive Committee, attended also by members of other committees of the Association, held February 20th, a resolution was adopted calling upon the President to submit suggestions bearing on the future of the Association.

A brief review of the Association's activities and the circumstances attending them is necessary to your consideration of this subject. Copy of a letter to President Woodrow Wilson is attached and may be useful in this connection. This letter closed the Association's activities in respect to the Conference Railroad Bill passed by Congress and now signed by the President.

The responsibilities devolving upon the Association, growing out of the enactment of this legislation, are very great, for it contains substantially every fundamental for which the Association stood from the outset. If the enactment of this law could alone solve the problems of the railroads, the Association's activities might end with its passage. But no law can function automatically. Few statutes have been enacted by Congress upon the successful administration of which so much depends and with results so far-reaching. Private ownership and operation of the rail transportation system of the country is at stake. Whatever its defects, no other country has prospered as this has under the private operation of its railroads. Yet Government ownership may result, although the country is overwhelmingly opposed to it, from failure to carry out the intent and purposes of this law.

The statement by the Director-General of Railroads, Mr. Hines, upon the return of the roads to their owners, conveys the warning that if the individual railroad will not yield to the requirements of such unification of service as was demonstrated during Government control to be in the public interest, these properties will not remain under private operation. What he had to say, although you may not agree with him, cannot be disregarded. As Director-General, he undertook, at its most critical stage, one of the most difficult problems of the war. Mr. Hines handled this problem with recognized ability.

Administration of Act Affects Every Interest

It would be a mistake to suppose that the consequences of some ill-advised action on the part of those interests directly concerned in the administration of this measure would rest alone on the owners of railroad securities. It would be reflected in every financial and business enterprise. This view has been generally accepted, for the membership of the Association includes financial and investing institutions which do not own railroad securities as well as those that do, and business concerns are also members in recognition of this.

The public hearings held and the investigations made by the Committees on Interstate Commerce of both Houses of Congress in respect to this legislation extended over a year; every phase of railroad regulation was touched upon; numberless suggestions and plans were proposed and considered. Both Committees of Congress, that of the Senate especially, made an exhaustive investigation and study of the circumstances under which the railroads were regulated in the past and the requisites for their successful regulation in the future. The patience shown by the members of the sub-committees to whom the full committees delegated the responsibility of primary decision and action can scarcely be appreciated. The non-partisan action of the five members of the Senate Sub-Committee, who became also the Senate Conference, and the attitude of these Conferees, including that of several other members of the Senate Committee, without respect to political expediency, forms a notable chapter in American statesmanship.

It is not practicable to go into the details of the suggestions and plans investigated by the Committees of Congress. From their investigations each Committee framed its bill—the Esch Bill of the House Committee passed the House; the Cummins Bill of the Senate Committee passed the Senate as an amendment to the Esch (House) Bill, striking out all after the enacting clause thereof. This bill was referred to the Conferees, five Conferees being appointed by each House. The Conference Bill, as agreed upon by eight of the ten Conferees after six weeks of conference, was passed as it came from the Conferees by the House and then by the Senate.

Association Inaugurated Fundamental Principles

This Association inaugurated and laid before the Senate Committee on Interstate Commerce, and later before the House Committee, the fundamental principle that the Act should be mandatory upon the Interstate Commerce Commission to adjust rates so as to yield a fixed rate per cent return (written in the Act) on railroad property in the aggregate; that the railroads should be grouped for securing their aggregate fair value in groups (taking into consideration all proper elements of value for rate-making purposes pending final valuation now proceeding) upon which to compute this return and that provision should be made for a division of earnings in excess of 6 per cent on the fair value of each individual railroad property devoted to the public use. These essentials to successful regulation and to the continuation of private ownership and operation as well, were written into the Act. The proposal of the Association was that the rate per cent return should be "not less than" 6 per cent, and that the excess beyond 6 per cent should be divided one-third to the railroad earning beyond 6 per cent, one-third to the employees of the group of roads affected, and one-third to the fund

to be used for general transportation purposes. Representatives of the railroad Brotherhoods opposed a division with the employees. The Association then advocated one-half to the road earning it and one-half to the general transportation fund. The per cent return in the Act was made "as nearly as may be" $5\frac{1}{2}$ per cent, with $\frac{1}{2}$ of 1 per cent additional, allowable for non-productive improvements, at the option of the Commission. Since all railroads (Class 1) spend more than $\frac{1}{2}$ of 1 per cent for non-productive improvements, it is assumed that the Commission will allow the $\frac{1}{2}$ of 1 per cent.

We also proposed lodging with the Interstate Commerce Commission the determination of the divisions of rates between carriers; the power to route freight where this is practicable; the jurisdiction over the joint use of terminals and other facilities, and the shifting of railroad equipment in times of emergency from one railroad to another—all clearly in the public interest.

We proposed that consolidations of railroads be made permissive, under the supervision of the Interstate Commerce Commission.

Means to Provide for Equipment Shortage

We proposed various other powers to be given jointly to the Commission and the "National Railways Association"—a corporation that we suggested should be formed to purchase equipment for all the railroads or such thereof as so desired, and to be managed by a Board of Trustees composed of representatives of the Commission and representatives of the railroads. This corporation was to be operated without profit to the railroads and as a means to deal with questions of practical railroad operation in their relation to the Commission and to the public—such as the joint use of terminals and other facilities, etc. It was thought that excess earnings provided under the Act available for such purposes could be advantageously loaned to this corporation as one of the means to secure a large railroad equipment service to be instituted at the lowest cost both to the railroads and consequently to the shippers. The form of this Corporation is not in the Act, but the powers we proposed giving to the Trustees thereof are substantially all given to the Interstate Commerce Commission.*

*This corporation should now be formed by the railroads and the trustees selected from the Boards of the roads in various sections of the country. Shortage of cars and other equipment is at the moment of serious concern to the shippers and to the railroads. Increase in production is not the immediate relief from the high cost of living. The immediate and underlying cause is that there are not sufficient cars and engines to distribute the present production. Cars and equipment could be more rapidly and economically distributed, and more cheaply purchased by this corporation than by any other method. The saving to the shippers would be considerable. One of the first uses of this corporation was to have been to clear the obligations of the railroads to the Government upon the return of the roads. A corporation has recently been formed to take care of the equipment allocated to the various railroads, but for that purpose alone. The corporation we proposed for the broader purposes, to include this allocated equipment, would have proved effective and would still do so. It was intended that the Trustees of this Corporation would have stated meetings in Washington. It would be a competent body, authorized to deal with the practical operating questions arising from time to time in connection with the Commission. Such a body would prove effective in the general consolidation plans which under the Act the Commission is directed to suggest and arrange for, but not to be enforced.

Position of Association Confirmed

We opposed before the Committees of Congress the enforced consolidation of the railroads, and opposed any given number of new consolidated systems being required by the Act. We opposed compulsory Federal incorporation. We opposed the creation of a Secretary, or a Department, or—as later designated—a Board of Transportation; we contended that the Interstate Commerce Commission was an experienced body, which had been without adequate power to properly function, and that there should be no division of responsibility between the Commission and any other regulatory body to be appointed. It may not be inappropriate to state that the soundness of the position taken by this Association has been confirmed, since the Act as finally framed by the conferees and passed contains substantially the fundamentals the Association advocated, while on the other hand provisions which it opposed were eliminated. There are some regulatory provisions, however, we should have liked different.

The active co-operation of the members of our Committees, and the able assistance rendered by our Counsel, during the progress of this legislation, contributed greatly to the result.

Proposals of Other Organizations

It is necessary that you consider the proposals of legislation made by several of the many organizations or individuals at the hearings before the Committees of Congress that framed this Act.

The organization known as the Association of Railway Executives, in its proposals purported to represent 93 per cent of the total railroad mileage of the country (Class 1 roads). That organization proposed before these Committees the establishment of a Secretary of Transportation (later changed to a Department of Transportation); it proposed compulsory Federal incorporation; it proposed what it characterized a "statutory rule" for rate-making. It opposed the division of earnings in excess of the fixed initial percentage return—essential to be done if the majority of the railroads were to survive; it opposed any fixed percentage return written in the Act, although at the last moment it apparently withdrew opposition to the fixed return, which it was evident could not be allowed by Congress without the regulation of excessive earnings to certain roads incident to fixing a return sufficient to maintain the majority of the roads and transportation as a whole. It opposed lodging with the Commission the power over divisions of rates, and made no suggestions in respect to other powers of operating expediency we suggested to be given and that were given to the Commission.

Its representatives pressed their so-called rule for

rate-making, notwithstanding the fact that during the year's campaign on this legislation this so-called "rule" was proven wholly inadequate. Its adoption was urged against the opinion, among others, of Director of Railroad Valuation Judge C. A. Prouty—dean of regulatory experts—Director-General of Railroads Walker D. Hines, and of Commissioner Edgar E. Clark (since elected Chairman of the Commission), who was designated by the Interstate Commerce Commission to appear before the Congressional Committees. Those who urged this rate provision knew that Mr. Clark was a member of the Commission which was to enforce it and that for years he had taken a prominent part in the administration of the regulatory statutes containing a similar rate-making provision. Commissioner Clark, in his testimony before the House Committee, when asked if the so-called "rule" proposed by the Executives would change the past method of the Commission in making rates, replied: "No; it would not change it in substance, because all of those things are considered now." Commissioner Clark, when questioned upon the advisability of providing in the Act a fixed percentage return, which carries with it the regulation of excess earnings, stated: "It would avoid endless controversies (and) it would put an end to interminable discussion and argument."

No one of the fundamentals proposed by the Association of Railway Executives is embodied in the Act, while fundamentals it opposed are so embodied.

Among the numerous other proposals before the Committees of Congress, those of the National Transportation Conference, appointed by the Chamber of Commerce of the United States, contained recommendations for a Board of Transportation; for enforced consolidations of the railroads after a given period of time, and for compulsory Federal incorporation. The Transportation Conference, however, adopted substantially the proposals of this Association in respect to the principal fundamentals of the bill—a fixed percentage return and the regulation of excess earnings.

The Chamber of Commerce of the United States itself, through the referendum vote of the Chamber, recommended compulsory Federal incorporation; a Federal Transportation Board; a statutory rule of rate-making, without mentioning a fixed percentage return, and providing that a fund be created to strengthen the credit of the railroads as a whole from earnings in excess of a minimum equitable return, which return was not named.

Conditions Faced By Congress

In reaching their conclusions the conditions confronting the Committees of Congress dealing with this legislation must be borne in mind. The Plumb Bill had been introduced in the House, which was supported by the railroad Brotherhoods. Their representatives appeared at hearings of the Committees of both Houses of Congress. Members of these Com-

mittees and of Congress generally were thus faced with the political opposition of organized bodies of railroad employees.

The easiest way out for the members of the Committees would have been, as far as possible, to let the existing rate-making regulatory conditions continue or adopt the meaningless rate provision proposed by the Association of Railway Executives and construct the bill along the lines of the least political resistance. Recognizing that the conditions under which the railroads were to be returned to their owners demanded a broad treatment of these conditions, the Act was based on what those who framed it believed to be essential to correct past regulatory discrepancies and provide the means to the Commission to care for the necessities of the present and of the future. This was done without fear or favor. The Act is generally recognized as the most constructive railroad legislation ever enacted by Congress.

The credit of the railroads cannot be revived and stabilized through the mere passage of this measure. Upon its proper administration depends whether the railroads shall remain in private hands or whether force of circumstances will demand their acquisition by the Government. Congress has performed its part. It remains for those concerned to do theirs. These are the Interstate Commerce Commission; the railroads; the public; the shippers; the employees.

The Committees of this Association might very well desire to now retire on the Association's record. But you must be the judge of whether this would meet our responsibilities to Congress, to the Commission, to the public, to the shippers, and to the owners of the securities of the railroads represented by the Association. Personally, I should desire to be relieved of the responsibilities which in the service of this Association have been entailed upon me. No one could foresee what its activities would impose upon us, or many of us would have hesitated to undertake them.

First Statement of Association

You will recall the conditions under which this Association was organized in May, 1917. In the first statement to the public, among other things, the Association said:

"The operating executives have not secured from Congress or the Interstate Commerce Commission the consideration to which we believe the carriers are entitled. A 'state of mind' hostile to carriers has been created in nearly every legislative relation, whether national or state. This has resulted in a steady encroachment upon the property rights represented by bonds and stocks. Whether the condition described arose from the exploitation and mismanagement of certain carriers in years past, for which the present railroad operators may not be responsible, or from politics, or from a lack of

publicity, makes little difference to present owners of their securities. Suffice it to say, it was evident that the time had arrived when owners of securities of carriers should organize for the purpose of mutual protection."

This "state of mind hostile to carriers" on the part of the public, of the shippers and in more or less degree the Public Service Commissions of the states, as well as the Interstate Commerce Commission, was the natural outcome under the conditions then existing.

Public Policy of Railroads

The fact cannot be concealed that this resulted largely from the railroads themselves in the public policy which has been pursued. The stubborn fact that these public service carriers bore a relationship to the public which demanded that in their operation the first consideration should be the public interest, the railroads apparently would not recognize. They declined to accept the fact that the railroads were not any longer private enterprises in the sense that they could be operated as a private business not required to be conducted under a franchise right and as a public service. There was a feeling of distinct resentment toward the regulatory bodies with which they had to deal. Conditions had arisen which made it impossible to appear before the Interstate Commerce Commission to appeal for an adjustment of rates without bringing an opposition on the part of shippers and the public which made such a procedure almost a farcé. Apart from the fact that the Commission had not the power under the Act of Congress under which they then operated to adjust rates, which the present law provides, it was not possible to secure a calm consideration of the requirements of the roads. So intense had this feeling against the railroads become that the public and shippers, although recognizing that an advance in rates was essential to maintain their service, otherwise it would not be forthcoming, appeared before the Commission and fought the railroads to an extent never before experienced.

Tighter and tighter were the lines of regulation drawn around the railroads until regulation by Commission had nearly reached the point of Government operation notwithstanding the financial responsibilities which were imposed upon the owners. Legislation was sought by the railroads from Congress to affect the State Commissions, not through the means adopted in the present Act—giving the Interstate Commerce Commission control over intrastate rates which burden the interstate structure—but by compulsory Federal incorporation and other radical proposals, which it should have been plain to those who attempted to force them through Congress only had the effect of arraying every State Commission, which such legislation sought to destroy, against the railroads. This carried the influence of the Governors of States who appointed these Commissions, of Congress-

men from these states, and it encouraged a hostile attitude on the part of the people of the states, who believed their State Commissions essential, and to whom they might appeal to right wrongs, whether supposed or real. The Interstate Commerce Commission was arraigned as a body unfit to deal with the railroads. This state of the public mind could mean nothing but ruin, not only to the owners of the securities of the railroads, but in the fight that was going on between the shipper and public on the one side and the railroads on the other before the State and Interstate Commissions, private ownership and operation was hanging in the balance, notwithstanding the fact that the general shipping public was opposed to Government ownership. Under such conditions private operation could not have survived because the revenue was not to be supplied by any Commission under such a state of affairs.

It was at his juncture that the great body of the investors in the securities of the railroads organized that they might have a means by collective action of ascertaining the difficulties underlying these conditions and rectifying them if that were possible.

First Act of Association— Commissioner Harlan's Opinion

The first act of the Association was to have four representatives to appear before the Interstate Commerce Commission in June, 1917, in the 15 per cent rate increase case then being heard. Those who made statements before the Commission were Messrs. Darwin P. Kingsley, President of the New York Life Insurance Company, for the Life Insurance Companies; Henry A. Schenck, President of the Savings Bank Association of the State of New York, and President of the Bowery Savings Bank, New York, for the Savings Banks; Robert F. Maddox, President of the Atlanta National Bank, Atlanta, for the National Banks; John E. Oldham, Boston, for private investors; the President of this Association also appearing. This was the first presentation by collective action of the large owners of railroad securities before the Interstate Commerce Commission. Due recognition was given this in Commissioner Harlan's dissenting opinion (June, 1917) to the action of the Commission at that time.

Among other things Commissioner Harlan said:

"Executives of great insurance companies and of great savings institutions testified during the hearings that the volume of their holdings in railroad securities have been steadily diminishing and that they and other large investors are looking with decreasing favor on railroad securities."

Commissioner Harlan spoke of an impression, which, however, he thought was erroneous, that the "Commission took too narrow a view" of such questions as were then before them, but the fact must not be overlooked, he stated, that at that time and ap-

parently for years new capital must be sought by the carriers in competition with the demands for war loans. He spoke of the low average return on capital invested in railroads. Commissioner Harlan went into the great dangers to the shippers and the general public because, "inadequate facilities have prevented the competition in the consuming markets of those who were prepared to furnish the same commodities at lower prices." He said: "It will suffice to say, that, while the strains of war have much to do with the present transportation conditions, the one outstanding fact during the hearing as to which there was no disagreement was that our transportation system is lacking in the capacity to meet the demands of the shippers and that the resulting loss to the general public has been very large." In speaking of the majority statement of the Commission that they would watch the railroads from month to month, to decide whether the increase was justified, Commissioner Harlan said: "This month to month and purely statistical view of the matter seems to me to be wholly inadequate. Nor do I regard that course as altogether safe. We are facing a much larger problem and it must be approached in a much broader way if we are to reach a sound solution. * * * The wisdom of deferring full relief is not apparent to me. What the country as a whole needs, as all participating in the hearings seemed to agree, are much larger terminals, more tracks, more cars, more locomotives. * * * A foundation should be laid without delay for a definite plan for the development and building up of our transportation system. * * * A rough estimate of a billion dollars has been suggested as the yearly expenditure necessary to enable the railroads to open up new territory and to enlarge and extend their present facilities, in order to meet the rapidly growing volume of the general commerce of the country. * * * This condition is one of present danger, with the possibility that it may even become disastrous during the war period." Commissioner Harlan spoke better than he knew.

Government War Control Essential

No matter how strongly one may feel in respect to Government control and operation of the railroads, it was essential during the war period that these properties be taken over by the Government; if they had not been the machine as a whole would have broken down, statements to the contrary notwithstanding. It would likely have broken down because of the relations then existing between the shipper and the public and the railroads, and the estranged relations between the roads and the regulatory bodies, if for no other reason. Without either rates or law to operate them during the war under private operation the result would have proved disastrous. In the face of these conditions, for the owners of the properties to approach the solution of the problems of the railroads on any basis other than with the first consideration that of the public, would not accomplish results

and would not have met with the approval of the Congress or of the President.

The hope of this Association has been to accomplish the stabilization of the credit of the railroads which issued the securities represented in its membership and a radical change in the organic law was considered by it essential for this purpose. Your representatives appeared before the Committees of Congress not as operators of the railroads, but as representing a great mass of the people through their investments in mutual institutions and otherwise in railroad securities. They believed that these great public carriers, dependent as they are on public support and strictly regulated as they are and will continue to be, could not continue under private ownership and operation unless consideration was first given to their operation in the public interest. In a public service, therefore, bearing the relations that the railroads do, there could only be one ultimate result did the managements of these properties continue the policy that was found to exist upon the entrance of this Association into the railroad situation. Members of your Committees are aware that the recommendations made to the Committees of Congress were originated long before they were presented to Congress. That our representations were effective lies in the fact that the present Act, while not going as far as we should like to see, represents the principles for which this Association contended. The question which your Committee now faces is how, in the administration or enforcement of this Act, the ultimate purposes for which this Association was organized may be achieved. Candor compels you to survey the attitude of the Association of Railway Executives through the whole history of the work of this Association in determining your further action.

Action on Railroad Contract

You will recall the negotiations with the United States Railroad Administration leading to the standard form of railroad contract under Federal control. The main protective features of that contract were secured only after the determined opposition of the same dominating forces which during the past year have directed the campaign against what this Association proposed before the Committees of Congress in the interest of the credit of the railroads. At the time of the contract negotiations we directed a letter to the directors of the various railroads of the country, recognizing that the executives of the roads were then in an unusual position,—as managers of the roads for the Government they were acting in the dual capacity of negotiating a form of contract with themselves, many of them believing that the roads would likely never be returned to their owners. We suggested that a Committee of Directors be formed for the purpose of taking up the form of railroad contract.

In my report, as President, dated October 4th, 1918,

to your Committees relative to the railroad contract, there appears the following:

"The first suggestion, therefore, that the activities of this Association in these negotiations were considered necessary, came from attorneys of the railroads themselves. At this time, April 8th, all the executives of the railroads of the country were substantially *in the service of the Government*, since they were then actually operating them for the Government. In fact, at a meeting of the Railway Executives' Advisory Committee, held thereafter, I was informed that several of the executives, members of that Committee, took the position, that by reason of this embarrassment their Advisory Committee was in no position to take the lead in negotiating the contract. Under these circumstances, we held a meeting of our Sub-Committee on April 12th, at which it was unanimously decided to address a communication to the directors of railroads, now particularly representing owners of all classes of railroad securities, and ask that a committee of railroad directors be organized to co-operate in the negotiation of the contract. Accordingly a letter approved by our Sub-Committee was mailed to 1500 railroad directors."

Letter to Directors of Railroads

This letter was dated April 18, 1918, which, after stating what the Association represented in membership, continued as follows:

"The purpose of the management in addressing you at this time is strengthened by the fact that a great many owners or representatives of owners of railroad securities, who are also directors of railroads, have asked that the Association take some co-operative action at this juncture.

"The directors of every railroad, by vote of its stockholders already taken or to be taken, are or will be charged with the responsibility of agreeing to the terms and the execution of the contract with the Director-General of Railroads for the control, operation and compensation of the particular railroad they represent. The directors, therefore, are the only recognized contracting parties on behalf of the railroads, and become the direct representatives of those who own the securities of the corporation which has elected them to office and *they are now the only practical and direct agencies* to which this Association can apply to act for the protection in the contract of all classes of securities issued by their corporations and represented by the Association." * * *

"It is not the purpose of this Association to impose upon you views which may conflict with your own on this subject, or to interfere in any manner with such means as you have taken or propose to take for the protection of the corporation you represent or its security holders, or for co-operating with the Government in such form as you may deem wise. But Government officials who are now drawing the contract and dealing with this and other subjects in

connection with the railroads would doubtless welcome any move on the part of the directors of railroads and this Association which would result in co-operation and in the line of a union of effort to accomplish the best results with due regard to the various interests involved. In this time of war, when it is so essential that credit be maintained, it is necessary that relations of mutual confidence be established between those representing these interests in order that railroad security values shall be stabilized with its consequent effect on the security markets of the country. * * * We recognize the fact that the operating executives of the railways of the country, *in view of their present more or less changed relations to their properties, in the very nature of things cannot now act*, nor do we suppose they feel that they can fully act for the railroads they represent in the making of this contract and in other matters which may arise during the period of Government control and operation. In fact, some of them *have so expressed themselves*."

Committee of Directors Suggested

The letter continued: "It has been suggested as advisable that a committee of railway directors be constituted for the purpose of having some form of organized effort to speak for at least a large mileage of the railroads. This would seem expedient. It is a matter, however, for your consideration and determination. We ask that you consider as early as is possible whether this would not supply the most effective means of co-operation between this Association and the railroad corporation you represent, to the end that during the period of Federal control and operation of the securities represented by this Association and by you shall be safeguarded and protected and at the expiration thereof that 'the property of each carrier may be returned to its owners in substantially as good repair and in substantially as complete equipment as it was in at the beginning of Federal control'."

The October report further stated:

"This letter made it clear that the purpose was to endeavor to secure action by directors representing the security holders, rather than through executives then operating the railroads for the Government. We recognized the seriousness of the situation and constantly urged that the interests involved were altogether too great to be intrusted entirely to those, who, 'in the very nature of things,' were not only in position to fully protect them, but whose training and experience was largely in railroad operation and not along lines thought necessary to the experience of those who should decide many of the questions growing out of the changed conditions confronting the railroads."

Some directors acquiesced in the suggestion made, but the number was not sufficient to enable action to be taken. Had action been taken as then suggested,

many of the difficulties through which we have since passed might have been averted.

Since a Committee of Directors was not organized on their own initiative we requested twenty directors of leading railroads, known to represent large investment in railroads, to serve as a tentative Directors' Committee to co-operate in negotiating with the Railroad Administration the standard form of contract. At a meeting of those who accepted appointment, and of representatives of general business and financial enterprise, it was determined to appoint a Special Committee of Five to co-operate with the Sub-Executive Committee of this Association in continuing these negotiations. These two committees with Counsel all during the trying summer of 1918 held frequent meetings in Washington and elsewhere with the result already mentioned.

Premature Vote on Railroad Contract

The October report, among other things, discussed the course of the negotiations of the standard form of contract as follows:

"At this meeting (Executives' Advisory Committee, June 5th, 1918) a number of the executives of important railway systems were prepared to vote to accept the tentative draft of contract as then presented. This contract at that time permitted all deductions for betterments and improvements and additions to railroad properties, all charges for deferred or excess maintenance, and other charges to be made by and at the pleasure of the Director-General of Railroads, to be deducted by him from the so-called standard return or yearly rental for the use of a railroad, *before even interest on its bonds and other outstanding securities* could be paid out of the standard return or rental, which up to the time we received the Government's first draft of contract was supposed to be a *fixed sum as rental* for the use of a railroad property to be relied upon at all times and from which at least the interest on outstanding bonds and dividends on stocks that has received dividends during the three-year test period, could be paid."

Representatives of your Committee attended the meeting, registered your Committee's disapproval of the contract and requested that no affirmative action be taken by their Advisory Committee.

Bond Interest Not Protected Before Deduction

The report continued:

"A letter was addressed to the Chairman of the Executives' Advisory Committee, giving the reasons why we thought this draft of contract should be rejected and asking that the letter be read at the meeting of subscribing railroads. The communication to the

Chairman was read by our counsel and statements made on behalf of the Association outlining the objections to the contract. The president of one of the largest and most important railroad systems in the country stated to the meeting that his railroad was ready to accept the contract *as then submitted*. This attitude represented the feeling of other executives, principally of the larger systems, who were present. And yet the contract, as already stated, did not then provide for *even bond interest* to be paid before deduction from the standard return. Those who are conversant with the situation at that time believe that but for our action the contract then submitted would have been accepted, if not by the meeting as a whole, then by a large number of railroad executives, which in itself would have made it impossible to have secured the great number of changes of supreme importance to the railroads and their security owners which were thereafter obtained by your Committees."

Circumstances of Return of Railroads

It was under circumstances such as these that the owners of the railroads were to approach the questions involved in the return of their properties. Not alone were matters incident to the physical condition and operation of the properties to be considered, but questions of far greater import. What were to be the methods of regulation under which the railroads would be operated? Were they to go back under the old conditions of uncertainty and turmoil? The roads were to be returned with some of them as the result of the war not making their operating expenses. Some of the great systems were on an earning basis of only 20 to 22 per cent of their standard rental, while others were earning from 145 to 200 per cent of their standard rental. How were such disparities to be provided for? Were those to whom the owners of their securities were required to look preparing to profit by past experience and find some constructive basis upon which the Government, the public and the railroads could stand? No such evidence had yet been given in the proposals of legislation advanced by the Association of Executives.

The records show that the Committee of Railway Executives had committed themselves irrevocably to compulsory Federal incorporation and other disturbing measures as the bases of their past and present desires in Congressional legislation. It had been sufficiently proven to the satisfaction of your Executive Committee that apart from its unpopularity with the public and its dangers to the railroads compulsory Federal incorporation was unconstitutional. The Association secured as Advisory Counsel, in addition to its General Counsel, Messrs. Elihu Root and John G. Milburn (New York), John S. Miller (Chicago),

Hugh L. Bond, Jr. (Baltimore, Md.), and Forney Johnston (Birmingham, Ala.). You are familiar with the unanimity with which these lawyers as well as our General Counsel pronounced compulsory Federal incorporation unconstitutional; in addition it would lead to endless litigation.

It may be understood why operating executives might desire to operate their properties along the lines of least operating resistance, but whether the owners of the securities of the roads may leave to the decision of the Executives' Association matters of public policy as well as matters of legislative financial consequence is for them to decide. Further, in the process of ordinary business life the administration of laws or rules is not usually referred to those who in every known manner have attempted to prevent the enactment of such laws and rules. There is no reflection intended on the ability of railroad operating executives. But would it not be better to have questions distinctly outside of their profession determined by those whose training qualifies them for such determination?

Determination of Policy

It goes without saying that there should be an organization to meet the technical questions of operation and traffic and such others as are proper to come before such a body. There is no desire to revive any antagonism that may have arisen during the progress of this legislation, or allude to the methods employed to defeat the legislative proposals of this Association. It is for you to decide whether an association of operating representatives of a number of railroads should determine questions of public, financial and legislative policy which are vital to the interests of the owners of these properties. Certainly the legislative campaign has demonstrated that the active representatives of their Association did not display a desire to protect the interests of the majority of the member roads of the Association of Railway Executives. Long before the Newlands Committee began its investigation, before which representatives of the Association of Railway Executives presented their demands for compulsory Federal incorporation, the interests of the member roads were not always considered by those representing that Association, and legislation which was sought to be secured from Congress was not always along lines in recognition of the interests of the great majority of the member roads. In fact, at the hearings before the Newlands Committee and more recently, individual executives have stated that they were acting in their individual capacity and not necessarily for their railroads in the position taken by them respecting legislative and many other subjects they were called upon to decide.

Year after year the railroads had gone before the Interstate Commerce Commission, and were opposed by organizations of shippers with able counsel, in their endeavor to secure rates in the three established

traffic districts without respect to their effect on certain of the railroads whose earnings from such rates would be beyond what every operating executive must have known the shippers and the public would permit. This was characterized by Senator Cummins as the "insoluble problem" after the investigation that distinguished Senator made, together with his Committee, in respect to the necessities of the railroads. Certainly no one can believe that a Senator or Member of Congress, unless essential to the public welfare, desired to fly in the face of political opposition, which he knew he must encounter when he undertook to frame a bill such as would carry out what the results of his investigation showed to be essential if the railroads were to be enabled to properly perform service and private ownership survive.

Railroads Should Function as a Whole

Your Committees approached these conditions contending that private ownership could only continue by adopting measures in recognition that the railroads must function as a whole without respect to the selfish or personal interests of any particular road. That they should be regarded as a great operating machine with joint use of facilities, preserving individual ownership and operation, but always with co-operative relations. That the way to avoid Government ownership was, as far as practicable, to operate the railroads under conditions which would secure any benefits that might be argued for it, preserving to the country initiative and incentive through private ownership and operation. And it was based on these necessities that this Association advanced the policy of regulation of earnings in excess of a fair initial return to the individual railroad, because it was essential to be done that the transportation machine as a whole might survive and function.

Such a position was not likely to have the support of those operating executives of the railroads who failed to recognize that in a public service under conditions of today this had become necessary.

Necessity of Regulation of Excess Recognized

Representatives of the Executives' Association committee, in answer to questions before the Senate Committee, acknowledged that the regulation of excess earnings had to be met, yet an aggressive campaign and the circularizing of railroad stockholders was organized by the same influences in the attempt to prove that the excess earnings provision of the bill was unconstitutional, and the taking of such earnings and the division thereof as confiscatory—provisions known to all who opposed them as essential to the life of the railroads comprising the majority of the member roads of their Association, and to the maintenance of the transportation system as a whole. The railroad Brotherhoods took the same position. So we have been confronted by both the Executives'

Association and labor organizations in the attempt to defeat the financial provisions of the bill for which this Association contended and known as Section 6 of the Cummins Bill, now 422 of the Act. Attempt was made to induce many of those who were supporting our position to reverse their action because such a regulation of excess earnings was inimical to privately operated institutions and business concerns if applied to the railroads. No reference, however, was made in their campaign to the fact that the railroads had been strictly regulated for over thirty years, and, as already pointed out, have been regulated to the verge of Government operation. Such a comparison with private business was manifestly unfair to the owners of these properties, who in the endeavor to secure some measure of safety for the securities of the railroads, were willing to forego excessive profits out of the necessity of stabilizing railroad credit and maintaining private railroad ownership in the public interest.

Agreement on Fundamentals Necessary to Conference

During the progress of this legislation, the suggestion was made that a Committee of this Association meet with a Committee of the Association of Railway Executives.

There is attached hereto certain correspondence between the Chairman of that organization and the President of this Association. Your Executive Committee was ready to hold any conference which might prove beneficial, not only with that Association, but with any other.

A Conference of Counsel of the two Associations, together with the Chairman of the Executives' Association and this Association's President, was held at the office of former Senator Elihu Root on June 6, 1919. A full discussion and exchange of views was had. Those representing the Executives gave their reasons why they could not accept the fundamentals of the legislation proposed by this Association. After an exchange of views, it was found that compromise was impossible under the circumstances.

The letters of the Chairman of the Executives' Association, hereto attached, suggested a conference based on a general discussion of railroad legislation. This Association had made proposals before Committees of Congress which it considered essential to protect railroad credit. From the fundamental principles of those proposals it had at no time deviated. After consultation with members of our Committees and Counsel, we took the position that we were ready to confer, but that if their opposition to these fundamental features to which our Association was irrevocably committed should continue, we could see no advantage to be gained by having formal committees meet and confer.

The Committee of Executives stood on their position, consequently the conferences suggested in the attached correspondence were not held.

Personally, I have not believed that the controlling factors of the Executives' Association have at all times voiced the opinions of their membership. Towards the close of their campaign against this legislation a number of the executives of important railroads declined to go along with their Committee; in fact, some of them actively assisted in the passage of this law.

Attitude of Executives' Association

In a recent report to the Association of Railway Executives by its General Counsel there appears in connection with the provision of the Act dealing with the division of excess the following:

"The official attitude of the executives has been earnestly opposed to this provision. There has been considerable difference of opinion, however, among the executives themselves as to the provisions, and the financial interests of the country have to a large extent advocated it. The question has now passed beyond the stage of legislative controversy, and must be accepted in good part as the expression of the legislative policy. Any further objection to it must necessarily be a matter of judicial, rather than of legislative, consideration."

Your Association and the part it took in this legislation is apparently referred to in the following line:—

"The financial interests of the country have to a large extent advocated it."

This scant allusion, however, is not what prompts me to call your attention to the above quotation. It is the following:

"Any further objection to it (the provision mentioned) must necessarily be a matter of judicial, rather than of legislative, consideration."

From this the inference may be drawn that, having opposed this legislation in Congress, it may be the purpose of the Association of Railway Executives through some member of its Committees to take it into the courts.

The railroads under this bill are to be valued first for the purpose of rate-making, preceding the final valuation by the Commission. Three men are to be appointed on the Commission. Under this bill consolidations are made permissive, but the Commission is directed to make suggestions in respect to such consolidations as may be advisable. These consolidations will make new alignments between railroads and may entirely alter the existing relations between the roads. The consolidations may affect seriously the security owners. Such questions should be primarily discussed by the owners of the properties and your Association should always be ready to supply such information as may be required to either the Commission or to the owners of the securities of the railroads concerned. It has been demonstrated during the progress of this legislation that in the settlement of matters affecting the financial interests of the owners of the properties, under the provisions of this Act, an experience is required far different from that respecting questions of operation. The Act contains numerous provisions which must be considered from various standpoints both of policy, operation and relation.

Suggestion

In respect to the various questions at issue, I present for your consideration the following:

(a) That we communicate with the directors of Class 1 railroads suggesting that the board of each road name a director from its number to serve on a committee to be known as "Committee of Railroad

Directors." This Committee of Directors to name a smaller committee composed of not more than twenty directors. The Committee of twenty to name a subcommittee of say seven. The members of these committees to be selected geographically.

That there shall be referred to this Committee the questions of policy, both public and legislative, with which the railroads will have to deal, also matters of legislative financial policy in respect to the railroads as a whole.

The members of this Committee should be composed of directors in touch with general business and financial conditions.

(b) That the National Association of Owners of Railroad Securities will designate a committee to meet with the Committee of Directors and discuss matters properly before the two bodies so constituted. Action jointly taken to be binding on both.

(c) That the organization known as the American Railroad Association, with headquarters at Chicago and now maintained by the railroads, presents the means of solving the technical problems that arise from time to time and which affect all the railroads and in the disposition of which all the railroads could concur, and such matters may be disposed of by that Association. Mr. R. H. Aishton, among the ablest railroad executives in the country, is President of that Association.

(d) That the larger shipping organizations of the country be asked to name a committee from among their executive or other committees as a standing committee to confer with a like committee to be appointed by the Executive Committee of this Association to take up questions proper to be considered by the owners of the properties with those upon whom their business depends.

Understanding Between Shippers and Owners

Under this Act there is no reason why there should not be a thorough understanding between the shippers and the railroads. It would seem that the owners of these properties are the proper agencies to establish these relations, this Association at the outset having established relations with certain of the shipping organizations and consulted with the members thereof at the time plans of the Association in respect to legislation were being consummated.

Both the shippers and the owners are desirous of seeing that the railroads are successfully operated and continued under private ownership. It is believed action along these lines would bring results.

This Association represents in its membership an ownership of nearly \$10,000,000,000.00 of the total securities of the railroads outstanding, the largest single organized group of railroad securities in existence. They come nearer as an active force being the owners of the railroads than any other single organization.

This Association presented to Congress a Memorial endorsing substantially the proposals of the Association in respect to the financial provisions of the bill, representing the views of the investing public of the United States—from every part and section thereof and from every class of investing institution. In addition to the investors and investing institutions signed thereto there was also a very substantial representation from the business and shipping associations and interests of the country. The signatories to this Memorial represented over 80 per cent of the total resources of the country available for investment in railroad securities.

Another subject should have your serious consideration. The circumstances under which this legislation was passed seem to make it imperative that the campaign of education this Association started should be vigorously pursued further. A great public question was involved in the passage of this legislation and I think the result speaks well for the American Congress. The pressure, largely political, that was brought on members of both Houses of Congress has to be reckoned with in the future. It would be well for our members to read the Congressional Record giving the debates on this bill that they may know the difficulties Members of Congress had under our form of political government in voting for measures which they as Americans believe to be in the public interest. You will find in the Record speeches in which members stated that they knew their political future will be ended should they vote in favor of this bill, but that as Americans first they proposed to vote for it, believing it to be for the benefit of the people as a whole.

It is unnecessary to call the attention of our members to the fact that the Association represents a great public interest in speaking for the masses of the people who, through their mutual investing institutions, are members of this Association. I refer particularly to the depositors in the mutual savings banks, and the holders of life insurance in the mutual life insurance companies, to the universities, colleges and institutions bearing fiduciary relations with the people. In the campaign of education conducted by our Association during the past two years there have been circulated some five million pieces of literature. These were distributed throughout the country, a large portion being supplied upon application from schools, debating societies, libraries, etc. We have seen the result of such a campaign.

Co-operation of Depositors in Savings Banks and Holders of Life Insurance Policies

This Association represents millions of people, savings banks deposits constituting a large part of the savings of many, and others who are dependent upon policies of insurance on their lives, a large percentage of the investments protecting such deposits and policies being in railroad securities. Until the formation of this organization these people had no means through which they could speak on matters affecting their interest. Has the time not arrived when it becomes the duty of the investment institutions of the country, particularly the life insurance companies and the savings banks, to inform those who own a mutual interest in the investments of these institutions just what relation they bear to such investments and inform them what co-operation they can give in their protection?

The fact should not be lost sight of that the individual investor who takes his case through an Association organized as this is, before the public, the legislative and regulatory bodies and the shippers, has a standing far different from that of the railroad corporation, as such. He represents, through the mutual institutions with which he is identified or in himself personally, an individual interest; he is more responsive to the public interest and the public will be more responsive to his attitude. No railroad corporation can occupy a corresponding relation to the people.

S. DAVIES WARFIELD,

March 11th, 1920.

President.

A Letter To His Excellency, President Woodrow Wilson

NATIONAL ASSOCIATION OF OWNERS OF RAILROAD SECURITIES

Headquarters: BALTIMORE, MD.

February 26, 1920.

TO HIS EXCELLENCY THE HON. WOODROW WILSON,
The White House,
Washington, D. C.

DEAR MR. PRESIDENT:

It would seem to be timely and may perhaps be helpful in your consideration of the Act of Congress recently passed for the return and regulation of the railroads to make known to you in a direct communication from this Association the part the owners of a substantial majority of the outstanding securities of the railroads, acting through this Association, have taken in the consideration of the problems of the railroads. It is desirable that you should have the facts owing to misstatements made in respect to what this Association represents and its relations to the railroads.

When it became apparent to the investing institutions of the country representing the great mass of the people, particularly the mutual savings banks and mutual life insurance companies, that an attitude of hostility had grown up against the railroads from one cause or another, it was evident that something should be done by these and other interested fiduciary institutions as well as individual investors, to protect their investment in the railroads. Many of these people, running into millions of our citizens, are dependent upon the income from, as well as upon the principal of, the investments held especially by the mutual life insurance companies and the mutual savings banks. It was believed that the time had come when without respect to those who may have been selected in one way or another in the management of the railroads, in which selection they had no part, an investigation should be made to ascertain the causes leading to this hostile attitude, and also the reason why it did not seem possible to secure the consideration of the rights of the real owners of these properties to which they were entitled.

This situation arose from two conditions:

(a) the arbitrary policy pursued by many of those assuming to outline the policy of the railroads, and,

(b) the lack of definite instructions to the Interstate Commerce Commission and definite powers under which rates might be properly adjusted in the interest of the public and the shipper as well as the owners of the securities of the railroads.

At the time of the organization of this Association, in May, 1917, one of the reasons leading to its formation was given in these words:

"Whether the condition described arose from the exploitation and mismanagement of certain carriers in years past, for which the present railroad operators may not be responsible, or from politics, or from lack of publicity, makes little difference to present owners of the securities. Suffice it to say, it was evident that the time had arrived when owners of securities of carriers should organize for the purpose of mutual protection."

No better evidence could be given of the wisdom of the action taken in organizing to give collective effect to the efforts of the real owners of the railroads than the unrelenting opposition on the part of certain leaders of individual railroad managements who, in the name of an Association of Executives, purporting to represent the great body of railroads of the country, have offered every impediment possible to an agreement by the committees of Congress and to the passage through its various stages of the legislation now before you for approval. It is hardly necessary to go into the details in respect to this.

The Security Owners approached the problems of the railroads with due respect for the public interest, believing that whatever would inure to the benefit of the public must eventually be in the interest of the railroads, upon the service of which the prosperity of the country and of the individual depends.

In respect to the second proposition, after a thorough investigation this Association laid before the committees of the two House of Congress the data obtained, making such recommendations as seemed wise and wholly consistent with the public interest. This was done without respect to any individual interest. It had become apparent to all who had given unbiased study and consideration to the subject that to enable rate adjustment to be made to sustain railway transportation as a whole a limitation must be put on the earnings of railroads in excess of what the Court would determine to be a fair return upon the fair value of the railway property employed in the public service. Time had sufficiently demonstrated that to adjust rates so as to allow the majority of the railroads to exist, exorbitant earnings would result to a few which the Commission could not allow them to receive and which the public would not stand for.

The taking of excess earnings beyond a fair return, even in the case of an enterprise recognized as a regulated public service, was necessarily an unpopular suggestion which invited the violent opposition of the executives of certain railroads and of various large banking interests accompanied by the denunciation of * * * one of the principal financial organs of New York.

On the whole, however, this regulation of excess earnings had the general support of the great body of investors and of the trustees of institutions occupying fiduciary relations to the great mass of the people, who preferred a sound basis for credit rather than the opportunity for excessive return.

The deliberations of the committees of Congress, after nearly a year of investigation, has resulted in the non-partisan measure which was passed by a substantial majority of the votes of both parties and is now before your Excellency.

One of your first messages—in 1915, we believe—urged a constructive survey of the railroad problem. Pursuing that suggestion, a Joint Commission was created under the Newlands Resolution. Its work was suspended by the war and by Federal control, but shortly after the armistice you again urged Congress to enter on the process of definite remedial legislation. Since then you have patiently awaited action and have deferred the return of the roads in order to permit Congress to function. The present bill is, accordingly, the result of intensive study by the Committees of Congress and responsive to your constructive suggestion.

The bill has the approval of members of the Interstate Commerce Commission, which under its terms will be advanced to an administrative agency of dignity and authority. We believe that the Commission will be alive to its added responsibilities. We feel that the Commission would have its sphere broadened by the new members which the President is empowered to name, who will doubtless supply elements of financial experience and thus supplement the recognized capacity of those present members who are well versed in technical matters.

Commissioner Edgar E. Clark, the representative of the Commission before the Senate and House Committees, has forcibly stated the necessity for remedial legislation along the lines of the rate-making provisions of this bill. Judge Prouty, Director of Valuation, concurred. The Director-General, Mr. Hines, emphatically concurred. All of them have stated that without the rate-making provisions embodied in this bill rates cannot be adjusted to sustain transportation as a whole without producing excessive and unnecessary revenue for various carriers.

The opposition to which I have alluded proceeded from the executives of several railroads who, unwilling to accept the principle of a reasonable return upon the fair value of railway property, insisted upon the maintenance of the old procedure. They were actuated more by a desire to produce excessive revenue for their own roads than to accede to what were known to be the necessities of the great majority of the roads and essential to maintain transportation as a whole.

The remedial provisions of this bill enable the Commission for the first time to subject rate levels to a workable statutory test and adapt these rates as suggested by the United State Supreme Court over forty years ago "to the circumstances of the different roads," so that necessary units in the competitive system will not be starved to death.

The representation that has been made that the financial provisions of the bill constitute a Government guarantee to the railroads is entirely unfounded. The yield of the fixed percentage return named in the Act on the fair value of railroad property from rates to be made by the Commission does not apply to any individual railroad. This fixed return from rates is computed on the fair value of such railroad property in the aggregate and each road earns from such rates only what its own efficiency and good management will entitle it to earn.

After the widest discussion, and notwithstanding what we felt to be the ill-conceived opposition by those of reactionary tendencies, the bill was passed as stated by large non-partisan majorities in the Senate and House. Both of the Democratic Conferees on the part of the Senate were among the framers of the bill and as its enactment was in response to your repeated admonitions, it cannot be suggested that this is a partisan measure.

If it shall fail to become the law ante-bellum rate structures in the several States, many of them fixed inflexibly by statute and not subject to revision by local administrative authority, will be automatically reinstated and throw a heavy burden upon the transportation machine. Grave difficulties of this character are dealt with on a sound basis by the Conference Bill.

Notwithstanding inevitable but sporadic opposition to the measure, it has the general approval of the shipping and industrial public. The representatives of 163 shipping associations organized with headquarters in New England vigorously endorsed the rate-making provisions of the bill. * * * One of the

largest shipping organizations in the country, representing over 150,000 members, has, through its Executive Committee, urged the prompt passage of the bill. Representatives in Washington of State Railroad Commissions have likewise urged the prompt enactment of the bill. It carries public regulation, begun in 1887, to its logical conclusion. Under its provisions the railroads are subject to regulation in every particular consistent with private energy and efficiency. The Commission is to have jurisdiction over supply of cars, equipment, trains, the issue of securities, extension of systems, abandonment of lines, the division of rates, the joint use of terminals and the consolidation of existing systems. They are regulated in every essential particular; but in order to function they must first survive.

Speaking especially for owners who have purchased railroad securities for the purpose of permanent investment and not for speculative purposes, such as savings banks and life insurance companies, we respectfully assert our conclusion that without the relief afforded by this bill, as the minimum of remedial legislation, the transportation system of the country can neither function nor survive.

In a comprehensive statute of this character, amendable defects are to be expected, but if found in the bill they can be adjusted later by Congress. The one consequence which could not be remedied would be the disaster incident to private operation without this legislation. The resulting destruction of any remaining vestige of railway credit would undoubtedly extend into other values, with results too grave to be considered.

We do not assume to make any suggestions as to the labor provisions of the bill. The least measure of compulsory legislation compatible with any form of adjustment with labor difficulties is in this bill. It is inconceivable that opposition can be fairly based on those provisions, or the argument made that the public welfare and the interests of labor would not alike be safe in the hands of the personnel of the proposed Railroad Labor Board which, under the Act, your Excellency would be called upon to designate.

We earnestly trust that you will approve the bill. If it becomes the law, railway management will be given a final trial. This Association fully realizes that unless the railroads respond to the public necessities and free themselves from the antagonisms which they have aroused by mistaken policy in the past, private ownership cannot survive. Yet this measure is necessary if the existing transportation system is to function, however efficient and enlightened the railway management.

With a membership representing nearly \$10,000,000,000 of the total outstanding securities of the railroads, which includes the investments protecting millions of mutual savings bank deposits, life insurance policies, investments of universities, colleges, trust estates, fiduciary institutions and individuals, this Association represents the largest single organized group of railroad securities in existence. They come nearer as an active force being the owners of the railroads than any other single organization and respectfully urge the approval of the bill as being essential to the public welfare.

The business of the country halts, awaiting your decision; no problem dealing with the domestic, financial, industrial, commercial and agricultural life is fraught with more far-reaching effect. We await your Excellency's commands.

Respectfully,

(Signed) S. DAVIES WARFIELD.

Correspondence between the Chairman of the Association of Railway Executives and the President of the National Association of Owners of Railroad Securities In Respect to Conferences

ASSOCIATION OF RAILWAY EXECUTIVES

61 Broadway, New York City

Office of the Chairman.

October 15, 1919.

S. DAVIES WARFIELD, Esq.,
Continental Trust Building,
Baltimore, Maryland.

My dear Mr. Warfield:

At a meeting of the Standing Committee of the Association of Railway Executives, held on the 14th inst., I was instructed to say to you that our Steering Committee would be glad to have a meeting with your Executive Committee, or such committee as you might appoint for the purpose, to consider the railroad situation, especially from the legislative standpoint. The members of our Steering Committee consist (besides myself) of Messrs. Bledsoe, Bronner, Brown, Elliott, Felton, Kruttschnitt, Lovett, Rea, Smith and Thom.

Will you kindly advise me if this suggestion is agreeable to you and when it would be convenient for you to meet us, and we can arrange a meeting at as early a date as may be practicable.

In view of the pending legislation I think the meeting should be held at an early date.

Very truly yours,

(Signed) THOMAS DE WITT CUYLER,
Chairman.

NATIONAL ASSOCIATION OF OWNERS OF RAILROAD SECURITIES

Headquarters: BALTIMORE, MD.

On Train,

October 17, 1919.

THOMAS DE WITT CUYLER, Esq.,
Chairman, Association of Railway Executives,
61 Broadway, New York.

My dear Mr. Cuyler:

Your letter of the 15th instant, advising me of the action of the Standing Committee of your Association, was delivered to me in Washington yesterday afternoon.

In connection therewith, permit me to say that I will take up the suggestion therein made as early as practicable, and advise you accordingly.

Believe me,

Very truly yours,

(Signed) S. DAVIES WARFIELD,
President.

NATIONAL ASSOCIATION OF OWNERS OF RAILROAD SECURITIES

Headquarters: BALTIMORE, MD.

October 24, 1919.

THOMAS DE WITT CUYLER, Esq.,
Chairman, Association of Railway Executives,
61 Broadway, New York.

My dear Mr. Cuyler:

I make further reply to your letter of October 15th, acknowledged by me on the 17th instant, in which you proposed a meeting between the Steering Committees of the Association of Railway Executives and the Executive Committee or an appointed committee of the National Association of Owners of Railroad Securities "for the purpose of considering the railroad situation, especially from the legislative standpoint."

Since your letter was written, the Senate Committee on Interstate Commerce has reported to the Senate the Cummins Bill, which contains in Section 6, subject to some modification, substantially what this Association initiated and has considered fundamental requisites of any legislation dealing with the railroad problem. We refer to the specific direction, which is to be binding upon the Interstate Commerce Commission in rate-making, that an initial definite percentage return shall be secured through rates made on the aggregate investment in railroad property devoted to the public use, the railroads being grouped in rate territories for this purpose; and the provision dealing with any excess of returns which may be produced in particular cases from such specific rates.

There is, therefore, now before the Congress a bill containing substantially those fundamentals to which the National Association of Owners of Railroad Securities is irrevocably committed, and the establishment of which it has persistently urged.

The importance of these requirements is accentuated and their necessity now made very clear through other provisions of the Cummins Bill which deal with enforced consolidation of substantially all the railroads into not less than twenty or more than thirty-five new systems. By the establishment of three Governmental agencies in addition to the Interstate Commerce Commission, four regulatory bodies in all, power is given to bring about such consolidations within seven years. If at the expiration thereof such consolidations have not been effected voluntarily, they are to be enforced. During this period, bargaining for the properties through Governmental agencies under forced valuation takes place, with all the uncertainties incident thereto.

The owners of these properties, in the absence of legislative protection afforded by the fundamental requisites to which we have referred, would be confronted during these seven years with not only uncertainty as to the return they are presently to receive from rates to be made, but also with uncertainty as

to the value of the principal of their investment, dependent as it will be upon the basis of such consolidations. Such are the conditions, should the compulsory consolidating features of the Cummins Bill obtain, which confront the owners of railroad securities. The results to be obtained from our proposals for rate adjustment with excess regulation (with *permissive* consolidations encouraged along natural lines) should make unnecessary the enforced contraction of the present railroad operating structures into so limited a number of systems, which, after the possible impairment of both security values and competitive service, may not bring the results its advocates hope for. It was partly because of these conditions, which it was manifest must sooner or later be met, that action was taken by the Association I represent in respect to the two fundamental requisites to constructive railroad legislation herein named.

After a meeting of our Committee and conferring with other of our associates, we think that such a meeting as you propose would not be fruitful unless there exists a basis for conference upon which a reconciliation of views is possible. Very full and exhaustive personal explanation and discussion between members of our two Associations (including both yourself and myself) have made it plain that you have opposed the fundamental features now substantially contained in Section 6 of the Cummins Bill. If that opposition can be ended by your acceptance of the principle for which we have contended, now embodied in that Section of the bill, leaving open so far as Section 6 is concerned only the application of the principle therein contained in matters of detail, I shall be glad to see you in reference to such a conference. If, however, you feel that your opposition to these fundamental features should continue, we see no advantage to be gained by having formal committees meet and confer.

Believe me,

Very truly yours,

(Signed) S. DAVIES WARFIELD,
President.

ASSOCIATION OF RAILWAY EXECUTIVES

61 Broadway, New York City

Office of the Chairman. October 28, 1919.

S. DAVIES WARFIELD, Esq.,

*President, National Association of
Owners of Railroad Securities,*

Continental Building, Baltimore, Md.

My dear Mr. Warfield:

I am favored with your letter of the 24th inst., and thank you for your frank expression of opinion as to the benefit of a meeting to our respective committees.

Before sending a final reply as to whether such a meeting should be held, I am seeking the advice of our Steering Committee on the subject and will write you further at a later date.

I am, very faithfully,

(Signed) THOMAS DE WITT CUYLER,
Chairman.

ASSOCIATION OF RAILWAY EXECUTIVES

61 Broadway, New York City

Office of the Chairman.

October 31, 1919.

S. DAVIES WARFIELD, Esq.,

*President, National Association of
Owners of Railroad Securities,*

Continental Building, Baltimore, Md.

My dear Mr. Warfield:

Referring further to your letter of October 24th, regarding the possibility of a meeting between a committee of your Association and our Steering Committee, and in which you indicate an unwillingness to arrange the conference suggested in my letter to you of the 15th inst. unless we should signify our acceptance of the fundamental features contained in Section 6 of the Cummins Bill, I beg to say that it is difficult for me to understand why you insist upon such a limitation of the matters to be considered at the conference.

It is certainly most desirable that at this juncture the representatives of the railroad security holders should act unitedly, if they are to secure from Congress legislation which will be helpful and constructive, and that for this purpose our two committees should meet in a conference at which the fullest discussion should be had of all matters, including those as to which a diversity of views is at present held.

If we are unable at such a conference to convince your committee that Section 6 of the Cummins Bill contains provisions which may operate to the serious detriment of the railroad companies, then, of course, we shall not expect your committee to abandon its views as to these provisions. But it seems to me that the purpose of the conference which we have suggested would be largely defeated if we should agree before it is held to exclude from consideration and discussion any features which have such a direct and important bearing on the situation in which we are all concerned as those which are embodied in Section 6 of the Cummins Bill.

I trust, therefore, that you and your associates, upon further reflection, will agree that at an early date it will be wise to have a conference at which all the matters which any of us think should receive consideration may be brought up for discussion.

Very truly yours,

(Signed) THOMAS DE WITT CUYLER,
Chairman.

NATIONAL ASSOCIATION OF OWNERS OF RAILROAD SECURITIES

Headquarters: BALTIMORE. MD.

November 7, 1919.

THOMAS DE WITT CUYLER, Esq.,

Chairman, Association of Railway Executives.

61 Broadway, New York.

My dear Mr. Cuyler:

I have to acknowledge the receipt of your letter of October 31st, regarding the conference which you propose between the Steering Committee of the Association of Railway Executives and a Committee of the National Association of Owners of Railroad Securities.

In your letter you say: "If we are unable at such a conference to convince your Committee that Section 6 of the Cummins Bill contains provisions which may operate to the serious detriment of the railroad companies, then, of course, we shall not expect your Committee to abandon its views as to these provisions."

Section 6 of the Cummins Bill was included in that bill upon the urgent representations of this Association. We believe in the wisdom of its fundamental provisions, and they are no longer open to discussion so far as we are concerned. We cannot go into any conference for the purpose you suggest.

Very truly yours,
(Signed) S. DAVIES WARFIELD,
President.

ASSOCIATION OF RAILWAY EXECUTIVES
(FORMERLY RAILWAY EXECUTIVES' ADVISORY COMMITTEE)
61 Broadway, New York City

From January 19, 1920.
Personal Office of the Chairman,
Commercial Trust Building,
Philadelphia.

S. DAVIES WARFIELD, Esq.,
President, National Association of
Owners of Railroad Securities,
Continental Building, Baltimore, Md.

Dear Mr. Warfield:

At a meeting of the member roads of the Association of Railway Executives, held in Washington on January 5, 1920, the following resolution offered by Mr. Howard Elliott was adopted:

"RESOLVED, That the Steering Committee is instructed and authorized to agree if possible with representatives of other organizations interested in the pending legislation upon the form and character of the proposed bills, to the end that the maximum amount of protection can be obtained for the transportation system of the country, for the public and for the owners of the securities.

"That the Steering Committee is authorized to co-operate with the representatives of other organizations in presenting any conclusions that may be reached to the Senate and House conferees and to urge their adoption for the purpose of expediting the completion of the bill now under discussion."

To this resolution the following amendment, offered by Judge Lovett, was adopted:

"RESOLVED, That such Committee is hereby instructed not to agree to or recommend legislation which will take from any carrier any part of its net earnings received from rates established or approved by proper authority."

The resolution as thus amended was then unanimously adopted.

I am instructed by the Steering Committee to say that we should be glad to meet you and any Committee you may designate of your Association, in pursuance of the terms of the resolution, to discuss the bills now pending before Congress and in conference. It would

seem quite possible that we might come to an agreement upon many points that are involved in the bills, the proper disposition of which are vitally essential to the railroad companies and unite in our efforts to have them properly disposed of.

I am,

Very truly,
(Signed) THOMAS DE WITT CUYLER,
Chairman.

NATIONAL ASSOCIATION OF OWNERS OF RAILROAD SECURITIES

Headquarters: BALTIMORE, MD.

January 23, 1920.

THOMAS DE WITT CUYLER, Esq.,
Chairman, Association of Railway Executives,
61 Broadway, New York, N. Y.

Dear Mr. Cuyler:

We have your letter of the 19th instant, with the resolution offered by Mr. Elliott, also amendment by Judge Lovett, adopted at the meeting of the Association of Railway Executives on January 5, 1920. We acknowledge the invitation you extend to a Committee of the National Association of Owners of Railroad Securities to meet with the Steering Committee of your Association "in pursuance of the terms of the resolution, to discuss the bills now pending before Congress and in conference."

We should be glad to appoint a Committee to confer in respect to the bill now before the Conferees of the two Houses of Congress. We find, however, great difficulty in complying with your request in view of the restricted scope of the proposed conference. In our two letters, dated October 24th and November 7th, 1919, respectively, this Association stated definitely its position in respect to the question of excess earnings with which your Committee is specifically instructed it cannot deal. If at that time we felt we could not confer, for the reasons then given, the resolution as amended and your statement of the purposes of the conference would seem to make more impossible our entering a conference which you state is called "in pursuance of the terms of the resolution" when these terms are that your Committee cannot deal with any regulation of excess earnings, without which a level of rates sufficient to maintain the railroads cannot be secured.

We regret that conditions are imposed which it must be manifest to you could only be construed as a reversal of the position we have consistently taken on what we consider a fundamental of Section 6 of the Senate Bill or of any constructive railroad legislation. Especially do we regret that, pending the conference you propose, your General Counsel, Mr. Thom, and the Chairman of your recently appointed committee of lawyers, Mr. Neale, should continue the policy they have heretofore pursued of vigorously assailing the fundamentals of Section 6 of the Cummins Bill not only with the Conferees, but with Members of both the Senate and House.

Very truly yours,
(Signed) S. DAVIES WARFIELD,
President.

A Progressive and Expanding Organization.

To remove some erroneous impressions that have attained more or less currency, a notice has been issued by the William C. Robinson & Son Co. and Pittsburgh Oil Refining Corp. of Baltimore and other cities, saying that no change has been made in the ownership or control of the company, that the board of directors and the managing executives are the same as for some years past, that the company is independent and operates a complete oil organization, including pipe lines, refinery, tank cars, compounding, barreling and distributing plants, and also a complete marketing organization. It is further stated that the consolidation of the William C. Robinson & Son Co. and the Pittsburgh Oil Refining Co. is the merging of two companies which have been owned and controlled by the same interest for nearly twenty years. Besides, the company has within the present year completed new additions to the refinery and Baltimore plants, and is further expanding the manufacturing and sales organization in order to take care of the demand for its various products. It is also announced that the barrelage and sales for January and February, 1920, are approximately 100 per cent in excess of the sales for the same months of 1919, and that the company will continue as in the past.

Erecting a New Plant.

The Cook-Lewis Foundry Company, Inc., of Greensboro, North Carolina, recently sold its plant and equipment and now has under construction a new plant at the corner of Spring St. and the Southern Railway in that city. The plant is being constructed of steel with walls of terra-cotta blocks. At present the main building will be 40 by 75 feet, exclusive of core-room, casting sheds, pattern storage, etc. The core-room and casting sheds will adjoin the main building, about 30 by 75 feet, making the entire building about 70 by 75 feet. The pattern storage will be separate from the above buildings. At present the company is located in temporary quarters in an effort to take care of customers until it can occupy the new plant, which, it is thought, will be about April 5. There has been no change in the capital, which is \$50,000, and the officers, with one exception, are the same, namely, A. R. Lewis, president and general manager; E. J. Lewis, vice-president; C. H. Lewis, secretary and treasurer. They will continue the manufacture of gray iron, brass, bronze and aluminum castings, and have already purchased the necessary equipment.

Wood Preserver in Demand.

The Reeves Company of New Orleans reports a notable increase in the demand for wood preservers, owing to the greatly enhanced cost of lumber and the need for conservation of the supply. The product of the Reeves Company has been in successful use in this country since 1877, and was introduced by Col. J. W. Reeves of Murfreesboro, Tenn., who obtained the formula for making it from an expert who had worked in Germany where wood preserver has been used for more than 200 years. Since 1881 progressive experiments have been conducted, until now, it is stated, this preserver is regarded by chemical engineers as almost indestructible, scientific analyses being supported by instances in which it has proved effective after six, ten and in one case twenty-five years of use. The Reeves preserver is a combination of anthracene, pigments and oils which may be applied by brush, spray or immersion. It thoroughly penetrates, fills all crevices and destroys any fungus growths which may exist in

timber. It can be applied by unskilled labor, with no danger, it is stated, to the skin or the eyes. The workers do not have to wear gloves or goggles, nor does the liquid, which is shipped in steel drums, have to be heated. All that is necessary before pouring is to shake the container so as to absorb any sediment. By its use the life of roofs, bridges, railroad ties, telegraph and telephone poles, beams, joists, mine timbering and piling may be doubled, tripled or quadrupled. During the war it was extensively used in treating the wooden ships built by the Government, and was highly recommended by army and navy engineers. It also has the endorsement of the Southern Pine Association. The Reeves Company on January 1 moved into a new plant at New Orleans, and now has a capacity of 80,000 gallons of wood preserver a day. The company also deals largely in shingle stains, creosote, creosote paints, roofing and metal paints and ready mixed and prepared enamel house paint. Its agencies are in many cities.

OBITUARY.**Z. J. Chamberlain.**

Zear J. Chamberlain, one of the old and valued employees of the Ludlow-Saylor Wire Co., St. Louis, died suddenly on Saturday, March 20, in his 45th year, according to a letter received from an official. Mr. Chamberlain, who had been with the company continuously since he was 17 years of age, was well known to the trade from coast to coast. The communication announcing his death remarks: "He was a man of a most lovable character and had a host of friends who will join, with his associates in the company, in deep and sincere regret at his untimely demise."

Financial News

New Financial Corporations.

Ark., Blytheville.—First National Bank of Blytheville is chartered. Capital \$100,000. \$28,000 of 5 per cent \$1000 denomination 10-20-year bonds, dated Feb. 1, 1920, and issued by the Board of Education of the City of Prest., Clinton Fraser; Cashr., L. N. Mathis.

Ark., Leslie.—Searcy County Bank, a new concern, will open for business Mch. 30. Dr. E. H. Black, Prest.; N. G. Sawyer, V.-P.; S. H. Kuman, Cashr.

Ark., Pocahontas.—First National Bank, capital \$50,000, surplus \$5000 paid-in, is chartered to begin business about April 10. J. O. Sallee, Prest.; F. J. Balty and L. R. Martin, V.-P.'s; J. G. Sallee, Cashr.

Ga., Cordele.—Cordele Loan Company, capital \$100,000, has been organized. Judge D. A. R. Crum, Prest.; A. F. Churchwell, V.-P.

Ga., Enigma.—Bank of Enigma, capital stock \$15,000, is chartered. Chamber of Commerce may give information.

Ga., Ideal.—Peoples' Bank, capital \$15,000, is chartered. Incorporators: A. Park, R. N. McInvalle, J. N. Childs, J. H. Kelly and H. R. Lane.

Ky., Ashland.—Ashland National Bank, capital \$105,000, and Merchants' Bank & Trust Co., capital \$125,000, according to announcement, propose to merge under the name of the Ashland National Bank with capital stock \$800,000 and surplus \$300,000. Jno. Russell is president and W. C. Richardson, cashier, of the Ashland National and John T. Hager is president and J. M. Hopkins, cashier, of the Merchants' Bank & Trust Co.

La., Mansfield.—American National Bank, capital \$50,000, surplus \$5000, is chartered to begin business Apr. 10. Walter M. Robertson, Prest.; Wm. M. Robertson, L. L. Bogle and J. J. McFatter, V.-Ps.; L. Crook, Cash.

La., Shreveport.—Empire Bank & Trust Co., capital \$1,000,000, is reported projected by L. C. Harris, W. L. Hande, A. C. Danchy and others.

Miss., Lauderdale.—Lauderdale State Bank, capital stock \$12,000, is incorporated by T. H. Naylor, Willard E. Brown, T. C. Lyle, Jr., W. A. Lyle, Jr., C. Vandevender and others.

Miss., Ripley.—Citizens' Bank, capital \$25,000, surplus \$5000, is chartered; J. A. Smallwood, Prest. Begins business about May 1.

Mo., Jefferson City.—A bank with capital stock of \$25,000 is being organized. Peter Kaullen, P. C. Mayens, John Sommerer, Pete Prenger, A. E. Blaser and others are reported interested.

N. C., Colerain.—People's Bank & Trust Co., authorized capital \$75,000, paid in \$10,000, is chartered by W. M. Sitterton and others.

N. C., Greensboro.—Atlantic Bank & Trust Co., capital \$1,000,000, surplus \$250,000, is chartered to begin business Apr. 5; Julius W. Cone, Prest.; Wm. Simpson, J. E. Latham and Jno. W. Simpson, V.-Ps.; Jno. W. Simpson, Cash.

N. C., Parmele.—Parmele Banking & Trust Co., authorized capital \$50,000, paid in \$5000, is chartered. J. G. Goodard, Elbert S. Peel, J. Waldo Triners and others of Williamston and Parmele interested.

N. C., Walstonburg.—Farmers and Merchants' Bank, capital \$25,000, paid in, is chartered by Ray West and others.

N. C., West Jefferson.—Farmers' Bank & Trust Co., capital authorized \$25,000, paid in \$10,000, is chartered by Jno. W. Bowles and others.

Okla., Davidson.—First National Bank of Davidson, capital \$25,000, is chartered. Prest., J. A. Robey; Cashr., L. H. Campbell.

Okla., Paden.—Paden National Bank, capital \$25,000, has applied for charter to succeed the Peoples' State Bank of Paden. T. W. Harmon and others.

Okla., Salt Springs.—Citizens' State Bank of Salt Springs, capital \$10,000, surplus \$1000, is chartered. Will begin business Apr. 1. Incprts.: L. B. Krauth of Sharon, Okla. D. H. Powers of Freedom, and C. H. Martin of Woodward, Okla.

Okla., Stillwater.—Stillwater Building and Loan Assn., capital \$100,000, is chartered. Sam. Miller, Prest.; J. P. Hickham, V.-P.; G. E. Moore, Secy.; Geo. Dollinger, Treas.

S. C., Abbeville.—Citizens' Insurance & Trust Co., capital stock \$12,000, is chartered. J. S. Morse, Prest.; W. F. Nickles, V.-P.; R. E. Cox, Secy. and Treas.

Tenn., Athens.—Farmer's Bank, capital stock \$15,000, is chartered. Incprts.: J. W. Fisher, Geo. Renigar, C. E. King, Y. W. Wattenbarger and E. B. Madison.

Tex., Fort Worth.—Commerce Trust Co., capital \$500,000, is chartered to begin business in June; C. J. Benson, Prest.; C. H. Patterson, V.-P.; J. H. Jackson, Cash.

Tex., Longview.—Commercial Guaranty State Bank, capital stock \$50,000, is chartered; J. R. Sparkman, Prest., and P. M. Bramlette, Cash.

Tex., Quittaque.—First National Bank of Quittaque, capital \$25,000 has applied for charter. Amos Persons and others.

Tex., Tivoli.—Guaranty State Bank, capital stock \$17,500, is chartered; L. R. Jeter, Prest., and J. R. Carpenter, Cash.

Tex., Wichita Falls.—City National Bank of Commerce, representing a consolidation of the City National Bank and the National Bank of Commerce, capital \$1,000,000, surplus \$700,000, is incorporated to begin business about Apr. 15. J. A. Kemp, Prest.; E. W. Snider and C. W. Reid, V.-P.'s; R. E. Shepherd, Cashr.

Va., Bristol.—Interstate Building and Loan Assn., authorized capital \$500,000, is chartered. H. P. Wyman, Prest.; Carl King, V.-P.; C. W. Roberts, Secy.-Treas.

(Continued on page 208.)

GARFORD



THE real value of any truck to you is based on its **Low Cost Ton-Mile** in your kind of hauling. We have actual figures showing 97.6% of Garford users are 100% satisfied. You don't have to experiment with a Garford—you **know**.

Garford

Lima, Ohio

That the United States Army has made Garford a Class A Standard is another proof of Garford serviceability

The Garford Motor Truck Co.
Lima, Ohio.

GENTLEMEN:

The following is the record of my Garford motor truck:

Capacity.....	1000 lbs.	Yrs. of service.....	3	Ave. miles per gal. gas.....	22	Repairs.....	\$79.	Ton. Mile.....	26000
Capacity.....	1000 lbs.	Yrs. of service.....	3	Ave. miles per gal. gas.....	22	Repairs.....	\$79.	Ton. Mile.....	26000

(Signed) *H. H. Frankenberg*
Having run this truck every weekday
for the past 3 years it works as well
and smooth as when new.

City.....
 State.....
 Date.....

TRUCKS

Va., Norfolk.—It is announced that the commercial banking business of the Bankers' Trust Co. has been merged with the Savings Bank of Norfolk, and that the latter will engage in general banking instead of only savings bank business. The Bankers' Trust Co. will continue as an investment banking corporation. Abner S. Pope is president and E. W. Berard, cashier, of the Savings Bank of Norfolk, which recently increased its capital from \$50,000 to \$200,000. Geo. W. Dey is chairman of the board. J. B. Morgan is president of the Bankers' Trust Co. and O. B. Woolridge, secretary-treasurer.

W. Va., Martinsburg.—Shenandoah Valley Bank & Trust Co., capital \$100,000, surplus \$25,000, is chartered to begin business about Nov. 1, 1920. W. H. Thomas, Prest., and E. L. Luttrell, Secy.

W. Va., Morgantown.—Union Bank & Trust Co., capital \$125,000, has applied for charter. D. H. Willis, Glenn Hunter, Robt. D. Hennen, Noah Moore, Jesse Moore and others interested.

W. Va., Morgantown.—Commercial Bank, capital \$100,000, all subscribed, has applied for charter. Frank Cox, Geo. C. Baker and others interested.

New Securities.

Ala., Birmingham.—(Auditorium, Fire Department).—Bids received until noon March 30 for \$1,000,000 of 5 per cent city bonds, as follows: \$500,000 auditorium bonds, dated Dec. 1, 1919, and due Dec. 1, 1929; \$500,000 of fire department bonds, dated Apr. 1, 1920, and due Apr. 1, 1930. N. A. Barrett is Prest. City Comms.

Ala., Mobile.—(Paving).—Bids will be received until noon Apr. 12 for \$7500 of 5 per cent, 10-year, \$500 denomination bonds, dated May 1, 1920. Address H. Pillans, Mayor.

Ark., Conway.—(Road).—Bids will be received until Apr. 2 for \$300,000 of Faulkner County bonds. Address County Commrs.

Ark., Fayetteville.—(Road).—Sold to M. W. Elkins of Little Rock, \$150,000 bonds of Road Improvement Dist. No. 10, Washington County. Geo. A. Hurst is Atty. for Dist.

Ark., Harrisburg.—(Road).—Sold to M. W. Elkins of Little Rock, \$140,000 bonds of Road Dist. No. 8, Poinsett County. H. B. Thorn, County Supt.

Ark., Helena.—(Road).—Sold to the Bankers' Trust Co. of Little Rock bonds of Phillips County Road Dist. recently voted. Address County Commrs.

Ark., Jonesboro.—(Drainage).—Sold to the Jonesboro Trust Co., Bank of Jonesboro and the American Trust Co., at 96, not less than \$110,000 nor more than \$175,000 of 6 per cent, \$1000 denomination, 25-year bonds of Drainage Dist. No. 24, Craighead County.

Fla., Bronson.—(Road).—\$400,000 of Levy County bonds have been authorized, it is reported. Address County Commrs.

Fla., Palatka.—(School).—Reported sold to G. B. Sawyer & Co. of Jacksonville for \$42,800, \$45,000 of 5½ per cent 25-year bonds of Putnam County Special Tax School Dist. No. 1, dated Feb. 2, 1920, and offered Mch. 1.

Ga., Brinson.—(School).—\$50,000 of 6 per cent \$1000 denomination 1-25-year bonds of Brinson School District were voted March 6. To be sold as soon as validated by the court. Address N. T. Hodges, Chrmn. Board of Education.

Ga., Colquitt.—(School).—Voted Mch. 19; \$15,000 of 5½ per cent \$500 denomination 30-year Miller County bonds. Address W. C. Dancer, Secy. County School Board.

Ga., Cordele.—(School).—Bids will be re-

ceived until noon Apr. 7 for \$50,000 of 5 per cent \$1000 denomination 1930-1949, inclusive, city bonds dated Jan. 1, 1920, and voted Nov. 18, 1919. Address The Mayor. G. S. Harris is City Treas.

Ga., Darien.—(Road).—Election Apr. 20 on \$15,000 of 4½ per cent, \$500 denomination, 1922-1950 bonds of McIntosh County, dated July 1, 1920. Address J. G. Legare, Clerk Board County Commrs.

Ga., Hinesville.—(Road).—Election Apr. 20 on \$200,000 of 4½ per cent Liberty County bonds. Address W. C. Hodges, Clerk County Court.

Ga., Reynolds.—(Water, Light).—Voted Mch. 22, \$35,000 water and \$15,000 light bonds. E. E. Hodges is Mayor.

Ga., Thomasville.—(School).—\$40,000 of Pavo Dist., Thomas County, bonds have been voted. Address County School Board.

Ga., Trenton.—(Road).—Election reported held on \$60,000 of Dade County bonds. Address County Commrs.

Ky., Barbourville.—(School).—Bids will be received until 7 P. M. Apr. 24 for \$10,000 of \$100 denomination 10-30-year bonds of Barbourville School Dist. No. 1. F. W. Seent is Secy. School Board.

Ky., Harlan.—(Road, Bridge).—Bids will be received, it is reported, until Apr. 1 for \$160,000 5 per cent Harlan County bonds. Address Nelson Cory, County Engr.

Ky., Catlettsburg.—(Road, Bridge).—Bids will be received until 1 P. M. Mch. 26 for \$175,000 of 5 per cent \$1000 denomination 5-29-year bonds of Boyd County dated Jan. 1, 1920. Address H. W. Fisher, County Clk.

La., Colfax.—(Road).—Bids will be received until noon Apr. 5 for \$210,000 of 5 per cent bonds of Road Dist. No. 8, Grant Parish. Address Police Jury.

La., Columbia.—(Water-works, Light).—Bonds for water-works and electric lights have been voted. Address The Mayor.

La., Hahnville.—(Drainage).—Bids will be received until noon May 1 for \$160,000 of 5 per cent \$1000 denomination 30-year bonds of St. Charles Parish Gravity Drainage Dist. No. 1. Address Paul T. Montz, Prest. Board of Commrs. For particulars see *Proposals Department*.

La., Lafayette.—(Road).—\$125,000 of bonds of Fourth Ward, Lafayette Parish, were voted Mch. 16. Address Police Jury.

La., Natchitoches.—(Sewer).—Bids will be received until 10 A. M. Apr. 15 for \$240,000 of bonds. Address Mayor W. F. Johnson.

La., Rayville.—(School).—Bids will be received until Apr. 21 for \$150,000 of 5 per cent \$1000 denomination serial 1921-1940 school district bonds voted Feb. 3, 1920, to be dated July 1. Address E. E. Keenler, Secy. Board of Education.

La., New Roads.—(Road).—Bids will be received until Apr. 8 for \$50,000 and \$100,000 of 5 per cent \$1000 denomination 1-40-year bonds of Road Dists. Nos. 4 and 5, Point Coupee Parish, voted Feb. 24. Address L. Savoure, Chenal, La.

La., Pineville.—(Water-works).—The \$55,000 of 5 per cent, \$500 denomination, 1920-1942 bonds dated June 1, 1920, and voted Mch. 23 are to be offered for sale in May or June. Address C. P. Whittington, Alexandria, La.

La., St. Joseph.—(Ice Plant).—A bond issue is contemplated by the city. Address Mayor W. M. Davidson.

Md., Belair.—(School).—A bill has been introduced in the Legislature to authorize Harford County to issue high school improvement bonds. Address County School Board.

Md., Hagerstown.—(Improvement, Light).—\$1,000,000 of city bonds were voted Mch. 22. Address The Mayor.

Md., Rockville.—(School).—A bill has been introduced in the Legislature authorizing the issue of \$58,000 of Montgomery County bonds. Address County Commrs.

Miss., Belzoni.—(Paving).—The town anticipates issuing certificates of indebtedness; amount not determined. Address T. L. Gilmer.

Miss., Hattiesburg.—(School, City Hall, etc.).—Contemplated to vote on city bonds. Address L. McAuley, City Commr.

Miss., Marks.—(Drainage).—Bids will be received until 1 P. M. April 1, it is reported, for \$149,772 6 per cent bonds of Newsom Drainage Dist., Quitman County. Address R. T. McPherson, Secy. Board of Drainage Commrs.

Miss., New Albany.—(Water).—Election in about 6 weeks for \$15,000 of bonds. S. W. Bevilis is City Clk.

Miss., Philadelphia.—(Road).—Voted Mch. 11, \$150,000 of Neshoba County bonds, as follows: \$50,000 Beat No. 1, \$25,000 Beat No. 2 and \$75,000 Beat No. 4. Address County Commrs.

Miss., Water Valley.—(School).—Sold to the People's Bank of Water Valley at par, it is reported, \$10,000 of 5 per cent 5½-year average bonds dated Feb. 1, 1920, and offered Jan. 20.

Mo., Boonville.—(School).—Election Apr. 6 on \$30,000 of Pilot Grove School Dist., Cooper County, bonds. Address County School Board.

Mo., Cape Girardeau.—(School).—\$33,000 of 5 per cent \$1000 denomination 20-year serial bonds dated Feb. 1, 1920, and offered Mch. 15 are being offered by the Wm. R. Compton Company of St. Louis.

Mo., Carthage.—(Water and Light Plant, Hydrants, Improvement).—Election Apr. 6 on \$100,000 of 5 per cent 30-year bonds. Address S. C. Boggess.

Mo., Clayton.—(School).—\$133,000 of Webster Groves School Dist., St. Louis County, bonds were voted Mch. 6. Address School Board.

Mo., Kahoka.—(Funding).—Bids will be received until noon Apr. 12 for \$103,944.04 of 5 per cent, 1922-1936, \$944.04, \$1000 and \$500 denomination bonds of Clark County voted June 9, 1917, and dated June 15, 1917. T. J. Daggs is County Treasurer.

Mo., Keytesville.—(Drainage).—\$325,000 of 6 per cent \$1000 denomination serial 1924-1939 bonds of Garden of Eden Drainage Dist., Chariton County, dated Mch. 1, 1920, are being offered by the Mortgage Trust Co., St. Louis.

Mo., Lebanon.—(Road).—Bids will be received until 1 P. M. Apr. 3 for \$85,000 of 5½ or 6 per cent, 20-year, \$4000 and \$6000 denomination Laclede County bonds, voted Mch. 16 and to be dated about May 1. Address Chas. Vernon, County Commr.

Mo., Linn.—(Road, Bridge).—\$250,000 of 5 per cent \$1000 denomination 1925-1940 bonds of Osage County dated Feb. 1, 1920, are being offered by the First Natl. Bank, St. Louis.

Mo., Poplar Bluff.—(School).—Election Apr. 6 on \$30,000 of bonds. Address Board of Education.

Mo., Republic.—(School).—Bids will be received until Apr. 1 for \$17,900 of 6 per cent \$800 and \$1000 denomination 1920-1949 bonds, optional after 10 years, dated Apr. 1 and voted Feb. 18. Address Sherman Robertson.

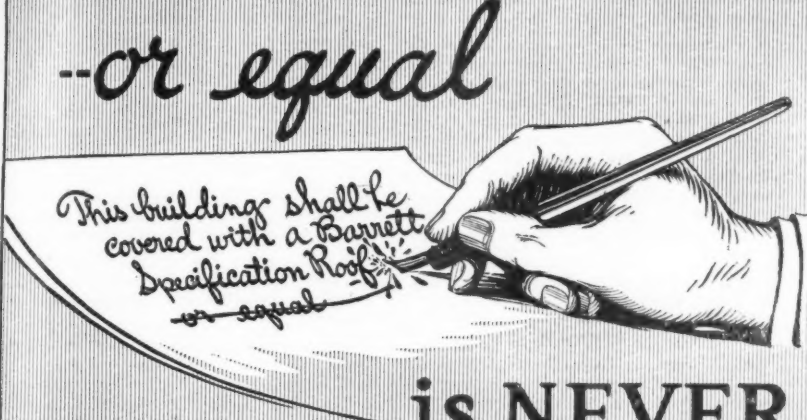
Mo., Springfield.—(School).—Special election Apr. 5 on \$600,000 of bonds. Address Board of Education.

Mo., Warrenton.—(Road).—\$400,000 Warren County bonds were defeated at election Mch. 13. Address County Commrs.

N. C., Ahoskie.—(Water-works).—Bids will be received until noon Apr. 27 for \$50,000 of 6 per cent \$1000 denomination 1923-1952 town

(Continued on page 210.)

--or equal



This building shall be covered with a Barrett Specification Roof or equal

is NEVER equal

SIX years ago we told architects that they had "better break the pen" before writing "or equal" in their roofing specifications.

It was important then, but is even more important now, because Barrett Specification Roofs carry a Surety Bond Guarantee.

No "or equal" roof dares to give such a bond.

IN writing your roofing specifications it is important *not* to add the loophole phrase "or equal."

An "or equal" Specification puts the honest contractor at a disadvantage and leaves the way open for any less scrupulous bidder to "skin the job" by using inferior materials and construction.

If you will write into your roofing specification simply this—"The roof shall be laid according to The Barrett Specification dated May 1, 1916, and the roofing contractor shall secure for me the (20 or 10-Year) Surety Bond therein mentioned," you will be assured of several important things—

- First**—You will have the benefit of competitive bidding, on an equal basis, among roofing contractors.
- Second**—You will receive the Barrett Inspection Service *without charge*.
- Third**—You will have a roof that is guaranteed by a Surety Bond to be free from maintenance expense for the guaranteed period.
- Fourth**—You will have a roof for which there is positively no "or equal."

The Surety Bond Guarantee

THE Barrett Company is the *only* Company that has enough confidence in its roof to put back of it a Surety Bond. In fact, no other concern will guarantee a roof for so long a period, much less furnish a Surety Bond.

The Surety Bond is offered on all Barrett Specification Roofs of fifty squares or more in all cities of 25,000 or over, *and in smaller places where our Inspection Service is available*. It is issued by the U. S. Fidelity & Guaranty Company of Baltimore, and exempts the owner from all maintenance expense for the life of the Bond.

Our only stipulations are that the Barrett Specification dated May 1, 1916, shall be strictly followed and that the roofing contractor shall be approved by us and his work subject to our inspection.

These roofs take the base rate of insurance and cost less per year of service than any other type of "permanent" roof.

When you have written the details of the Barrett Specification Roof in your contract, *stop there*. You will always be glad you didn't insert "or equal."

Important Notice

The Barrett Specification 20-Year Bonded Roof represents the most permanent roof-covering it is possible to construct, and while we bond it for twenty years only, we can name many buildings carrying this type of roofing that have been in service over forty years and are still in good condition.

For those who desire a lighter and less expensive roof-covering, we recommend the Barrett Specification 10-Year Bonded Roof.

Both roofs are built of the same high-class waterproofing materials, the only difference being the amount used.

Full details regarding these Bonded Roofs and copies of The Barrett Specification sent free on request.

The Barrett Company

NEW YORK	CHICAGO	PHILADELPHIA
BOSTON	ST. LOUIS	CLEVELAND
CINCINNATI	PITTSBURGH	DETROIT
NEW ORLEANS	BIRMINGHAM	KANSAS CITY
MINNEAPOLIS	DALLAS	NASHVILLE
SYRACUSE	SEATTLE	PEORIA
ATLANTA	DULUTH	SALT LAKE CITY
BANGOR	WASHINGTON	JOHNSTOWN
LEBANON	YOUNGSTOWN	MILWAUKEE
TOLEDO	COLUMBUS	RICHMOND
LATROBE	BETHLEHEM	ELIZABETH
BUFFALO	BALTIMORE	

The BARRETT COMPANY, Limited
MONTREAL TORONTO WINNIPEG VANCOUVER
ST. JOHN, N. B. HALIFAX, N. S. SYDNEY, N. S.

Barrett Specification Roofs

Bonded for 20 and 10 Years

bonds, dated Jan. 1, 1920, and voted Nov. 3, 1919. Address H. W. Stokes, Treas. Board of Commrs.

N. C., Asheville—(School).—Voted Mch. 24 \$35,000 of Candler School Dist., Buncombe County, bonds. Address Judge J. D. Murphy, Chrmn. County Board of Education.

N. C., Asheville—(School).—Voted \$10,000 of Beech School Dist., Buncombe County bonds. Address County Board of Education.

N. C., Charlotte—(Funding).—Bids will be received, it is reported, until 3 P. M. Apr. 15 for \$270,000 not exceeding 5% per cent bonds. Address John M. Wilson, City Clk.

N. C., Cherryville—(Sewer).—Sold to the First National Bank of Cherryville \$70,000 of 6 per cent, \$500 and \$1000 denomination serial bonds, dated May 1, 1920, and offered Mch. 20, 1920, maturing serially \$2300 yearly, beginning 1923.

N. C., Danbury—(Road).—\$35,000 of Big Creek Township, Stokes County, road bonds were sold Mch. 17. J. C. Frans, J. W. Simmons and Dee Slate are Highway Commrs.

N. C., Graham—(School, Sewer).—Bids will be received until noon Apr. 1 for \$150,000 of 6 per cent, \$1000 denomination, 1921-1950 town bonds, dated Apr. 15, as follows: \$50,000 school and \$100,000 sewer. Address P. A. Holt, Town Clerk.

N. C., Greensboro—(Street).—Bids will be received until 2.30 P. M. April 15 for \$200,000 of not to exceed 6 per cent \$1000 denomination 1922-1931, inclusive, bonds dated May 1, 1920. Address O. M. Hunt, City Clerk.

N. C., Mooresville—(Street).—Report that \$50,000 of 6 per cent bonds were sold to Stacy & Braun, Toledo, O., is denied.

N. C., Newbern—(Road).—Sold to Bruce Craven, Trinity, N. C., at par, \$150,000 of 5 per

cent 3-year bonds of Craven County. S. H. Fowler is Clk.

N. C., Smithfield—(Improvement).—Bids will be received, it is reported, until noon April 5 for the following 5 per cent bonds of Johnston County: \$40,000 Elevation Township bonds, dated July 1, 1919, and due July 1, 1949; \$40,000 Pine Level Township bonds, dated Jan. 1, 1920, and due Jan. 1, 1930; \$35,000 Bentonville Township bonds, dated July 1, 1919, and due July 1, 1949; \$50,000 O'Neal Township bonds, dated Jan. 1, 1920, and due Jan. 1, 1950. D. B. Oliver is Chrmn. Board of County Commrs.

Okla., Ada—(Road).—The report that \$30,000 of Pontotoc County bonds had been voted is denied, but the bonds will be submitted in the near future. Address M. Garner.

Okla., Beggs—(Water, Sewer).—Election Apr. 12 on \$100,000 city bonds. Address The Mayor.

Okla., Bristow—(Convention Hall, Park).—At election Feb. 26 the \$100,000 convention hall and \$10,000 park improvement bonds were defeated.

Okla., Carmen—(School).—Bids will be asked soon for \$72,000 of bonds recently voted. Address Board of Education.

Okla., Claremore—(Water, Light).—Election called for Mch. 25 on \$75,000 of bonds. Address The Mayor.

Okla., Durant—(Road).—\$900,000 of Bryan County bonds were voted Mch. 16. Address County Commrs.

Okla., El Reno—(Water-works).—Bids will be received until Apr. 15 for \$400,000 of approximately 6 per cent, \$1000 denomination, 25-year, optional after 10 years, bonds voted

Mch. 16 and dated Apr. 15, 1920. Address John E. Gallagher, Commr. of Finance.

Okla., Kelleyville—(School).—Special election called to vote on \$64,900 of bonds. Address School Board.

Okla., McAlester—(Courthouse).—The special election on \$350,000 of Pittsburg County bonds has been postponed until Apr. 5. Address County Commrs.

Okla., Miami—(Road).—The report that \$40,000 of Ottawa County bonds had been recently voted is denied by J. C. Briggs, County Clerk.

Okla., Oklahoma City—(School).—\$320,000 of city bonds voted last fall have been approved by the Attorney-General. Address Board of Education.

Okla., Okmulgee—(School).—Sold to the Commercial Bank of Okmulgee at par and accrued interest \$238,000 of 5 per cent, \$1000 denomination, 10-20-year bonds voted Dec. 9, 1919, dated Feb. 1, 1920, and offered Mch. 22. R. W. Adkisson is Clerk Board of Education.

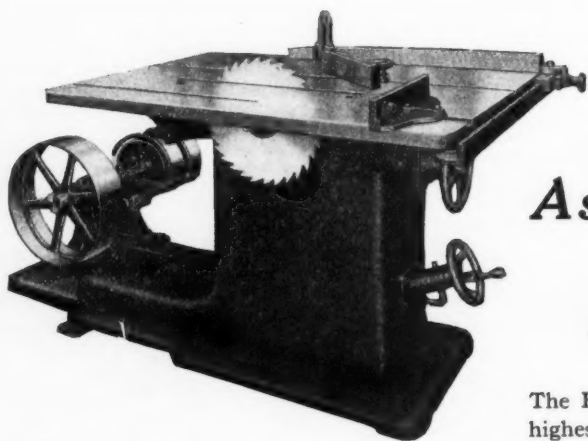
Okla., Ponca City—(School).—\$98,000 of Ponca City School Dist. bonds, voted Feb. 24, are reported sold. Address School Board.

Okla., Ponca City—(Sewer).—Election Apr. 6 on \$50,000 of city bonds. Address The Mayor.

Okla., Sallisaw—(Road).—Sold to the American National Bank of Oklahoma City, \$20,000 of 6 per cent \$1000 denomination 25-year-tax-free coupon road bonds of Sequoyah County, dated Oct. 14, 1919, and due Oct. 14, 1944.

Okla., Tishomingo—(Road).—Election called for Apr. 5 on \$250,000 of Johnston County bonds has been postponed until Apr. 20. Address County Commrs.

(Continued on page 214.)



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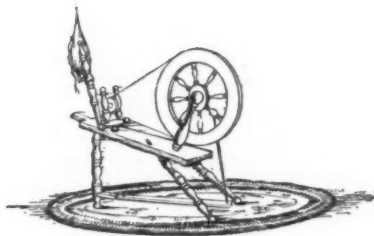
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Okla., Tulsa—(School).—No bids were received for the \$850,000 of 5 per cent 20-year \$1000 denomination bonds voted Feb. 17 and offered Mch. 15. Address H. O. McClure, Prest. Board of Education.

Okla., Walters—(Water, Sewer, Light).—Sold Mch. 4 to John Nuven & Co. of Chicago at par and expenses, \$125,000 of bonds authorized Mch. 2. W. B. Anthony is City Mgr.

Okla., Wilburton—(Water-works).—Election contemplated soon on \$165,000 of bonds. Stella Johnston is City Clk.

S. C., Bennettsville—(Loan).—Bids will be received, it is reported, until 9 A. M. Apr. 2 for \$70,000 one-year temporary loan. Address E. D. Graham, Supvr. Marlborough County.

S. C., Columbia—(Short-term Notes).—Bids will be asked on Apr. 8 for a \$2,900,000 or \$3,000,000 State loan. Address S. T. Carter, State Treas.

S. C., Edgefield—(Water-works, Sewer).—Sold to J. H. Hillsman & Co., Atlanta, Ga., 5½ per cent bonds thus: \$67,000 water-works and \$49,000 sewer, offered Jan. 20.

S. C., Georgetown—(Light Plant).—Voted March 24 on \$50,000 of 6 per cent 20-40 year bonds. Address The Mayor.

S. C., Greenville—(School).—\$38,000 bonds of Simpsonville School Dist., Greenville County, were reported sold. Address School Board.

S. C., Greenville—(Road).—A vote will be taken at the November election for \$500,000 of Greenville County bonds. Address County Commrs.

S. C., Lexington—(Road).—Bids received until noon Mch. 29 for \$100,000 of Lexington County bonds. Address C. E. Leaphart, County Treas.

S. C., Liberty—(School).—Voted Mch. 23 \$31,000 of town bonds. Address The Mayor.

Tenn., Memphis—(Notes).—Bids were received for the \$300,000 5 per cent city revenue notes, dated Jan. 1 and due Sept. 1, 1920, as follows: S. N. Bond & Co., New York, 99.2711; Union & Planters' Bank & Trust Co., Memphis, 99; Guaranty Bank & Trust Co., Memphis, \$299,017.25; accrued interest to be paid to date of delivery. C. C. Pashby is City Clerk.

Tenn., Nashville—(Memorial).—Bids will be received until 9 A. M. Apr. 6 for \$400,000 of 4½ per cent Davidson County Memorial bonds. Litten Hickman is County Judge.

Tex., Coleman—(Road).—Bids will be received, it is reported, until 4 P. M. Apr. 13 for the following bonds: \$500,000 5 per cent, Precinct No. 1, Coleman County bonds; \$100,000 5½ per cent, District No. 1, Coleman County bonds. Address L. G. Matthews, County Judge.

Tex., Coleman—(Road).—\$400,000 of Santa Anna Precinct, Coleman County, bonds have been voted. At an earlier election \$100,000 of bonds were also voted. Address County Commrs.

Tex., Eastland—(Water, Sewer).—\$400,000 of bonds were voted Mch. 6, as follows: \$100,000 sanitary sewer, \$150,000 storm sewer, \$150,000 water. Address W. Lander, City Mgr.

Tex., Edinburg—(School).—\$48,000 of 5 per cent 10-40-year bonds of Mission Independent School Dist., Hidalgo County, have been registered with the State Comptroller. Address County Board of Education.

Tex., Abilene—(School, Sewer, Street).—Election Apr. 10 on \$550,000 of 5 per cent \$1000 denomination bonds, as follows: \$300,000 school, \$100,000 sewer, \$150,000 street. Address D. Lawbrough, Mayor.

Tex., Comanche—(Road).—Election Mch. 30 on \$1,000,000 5½ per cent Comanche County bonds. Address County Commrs.

Tex., Conroe—(School).—Voted Mch. 20, \$25,000 of city bonds. Address J. O. H. Bennett, Prest. School Board.

Tex., Eastland—(School).—\$300,000 of Ranger School Dist., Eastland County, bonds have been voted. Address School Board.

Tex., Lefors—(Road).—Election Apr. 17 on \$50,000 of 6 per cent 30-year Gray County bonds. Address County Commrs.

Tex., Galveston—(Road).—Geo. F. Burgess, Galveston County Clk., says: "We will have an election for and against the issuance of \$350,000 road bonds on Apr. 24."

Tex., Palestine—(Paving).—Voted March 16 on \$250,000 of 5½ per cent \$1000 denomination 40-year bonds, dated April 1, 1920. Address A. L. Bowers, Mayor.

Tex., Weatherford—(School).—The report that it was contemplated to vote on \$100,000 of bonds has been denied. There will not be any bond issue this year. W. R. Virgil, Secy. School Board.

Tex., Wheeler—(Road).—\$30,000 of 5 per cent 10-20-year Wheeler County Road Dist. No. 4 bonds have been registered with the State Comptroller. Address County Commrs.

Tex., Wichita Falls—(School).—Reported that an election will be held about Apr. 20 on \$300,000 of 5 per cent 10-40-year bonds of Wichita County. Address County School Board.

Va., Bedford—(Water-works).—Voted Mch. 23, \$150,000 of bonds. Address The Mayor.

Va., Houston—(Road).—An election is contemplated soon on \$450,000 of Halifax County bonds. Address County Commrs.

Va., Orange—(Road).—\$63,000 of 6 per cent Gordon Dist., Orange County, bonds have been voted. Address T. A. Almond, Supvr., Locust Grove, Va.

Va., Orange—(Improvement).—\$70,000 of 6 per cent town bonds have been voted. Address Marshall James, Clk. Town Council.

Va., Portsmouth—(Road, Bridge).—An issue of \$745,000 of Norfolk County bonds have been authorized. Address County Supvrs.

Va., Wakefield—(Electric Lights).—Voted Mch. 23, \$20,000 of town bonds. Address The Mayor.

W. Va., Bluefield—(City Hall, Library, Market, Paving, Sewer, etc.).—Common Council has decided to issue \$540,000 of city bonds, as follows: \$200,000 city hall, auditorium and jail; \$40,000 library, \$25,000 market, \$275,000 street improvement and sewer system. Address The Mayor.

W. Va., Grafton—(Road).—Voted Mch. 23 \$1,000,000 of Taylor County bonds. Address County Commrs.

W. Va., Webster Springs—(Road).—\$500,000 of Webster County bonds were voted March 23. Address County Commrs.

Financial Notes.

Liberty Building, Loan and Savings Assn., Enid, Okla., has increased capital from \$100,000 to \$500,000.

Home Building and Loan Assn., Tulsa, Okla., has increased capital from \$500,000 to \$1,000,000.

First State Bank, Tablequah, Okla., has increased capital from \$10,000 to \$50,000.

Orient State Bank, Lone Wolf, Tex., has increased capital from \$5000 to \$15,000.

People's Bank & Trust Co., Ryan, Okla., has increased capital from \$4800 to \$25,000.

Security State Bank, Wanette, Okla., has increased capital from \$10,000 to \$25,000.

Bank of Gulfport, Gulfport, Miss., has increased capital stock from \$50,000 to \$75,000.

Blaine County Bank, Watonga, Okla., has increased capital stock from \$5000 to \$20,000.

Bank of Jones, Jones, Okla., has increased capital stock from \$5000 to \$20,000.

Oklahoma State Bank, Jennings, Okla., has increased capital stock from \$5000 to \$15,000.

Muskogee Securities Co., Muskogee, Okla., has increased capital from \$2000 to \$10,000.

Oklahoma State Bank, Frederick, Okla., has increased capital from \$20,000 to \$50,000.

Oklahoma State Bank, Ponca City, Okla., has increased capital from \$15,000 to \$65,000.

Hinton State Bank, Hinton, Okla., has increased capital from \$5000 to \$25,000.

First State Bank, Port Lavaca, Tex., has increased capital stock from \$30,000 to \$37,500.

Geronimo State Bank, Geronimo, Tex., has increased capital stock from \$10,000 to \$20,000.

Ammansville State Bank, Ammansville, Tex., has increased capital stock from \$10,000 to \$15,000.

Eden State Bank, Eden, Tex., has increased capital stock from \$30,000 to \$50,000.

First National Bank of Chase City, Va., will increase capital stock from \$50,000 to \$100,000.

State Bank of Meridian, Okla., has increased capital from \$5000 to \$10,000.

Citizens' State Bank, Coalgate, Okla., has increased capital from \$25,000 to \$50,000.

First State Bank, Oilton, Tex., has increased capital from \$20,000 to \$50,000.

Bank of Gulfport, Gulfport, Miss., has increased capital stock from \$50,000 to \$75,000.

Farmers & Traders' Bank of Haleyville, Ala., has increased capital stock from \$25,000 to \$50,000.

Ernest Amos, State Comptroller of Florida, has issued a statement showing the total resources of the State banks of that Commonwealth as of Dec. 31, 1919, viz., \$100,258,943.22. This, it is said, is an increase of more than 40 per cent since last spring.

People's Loan & Trust Co., Kings Mountain, N. C., has increased capital stock from \$10,000 to \$50,000.

First National Bank of Salisbury, N. C., will increase capital stock on April 1 from \$50,000 to \$100,000.

Central Loan & Trust Co., Burlington, N. C., will increase capital from \$300,000 to \$500,000.

First National Bank of Jefferson City, Mo., has increased capital stock from \$100,000 to \$200,000.

Planters & Merchants' State Bank, Hearne, Tex., has increased capital stock from \$50,000 to \$100,000.

Merchants & Planters' State Bank, Mount Enterprise, Tex., has increased capital stock from \$15,000 to \$20,000.

First National Bank of Wichita Falls, Tex., has increased capital from \$500,000 to \$700,000.

Waggoner National Bank of Vernon, Tex., has increased capital from \$50,000 to \$100,000.

First National Bank of Chase City, Va., has increased capital from \$50,000 to \$100,000.

State National Bank of Ardmore, Okla., has increased capital from \$100,000 to \$200,000.

Marine Bank & Trust Co. of New Orleans, La., will increase capital stock from \$1,000,000 to \$1,500,000.

National State Bankers' Protective Association proposes to hold its organization meeting at Washington, D. C., during the week of Apr. 26, according to a report from Atlanta quoting L. R. Adams, secretary of the Country Bankers' Association of Georgia.

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